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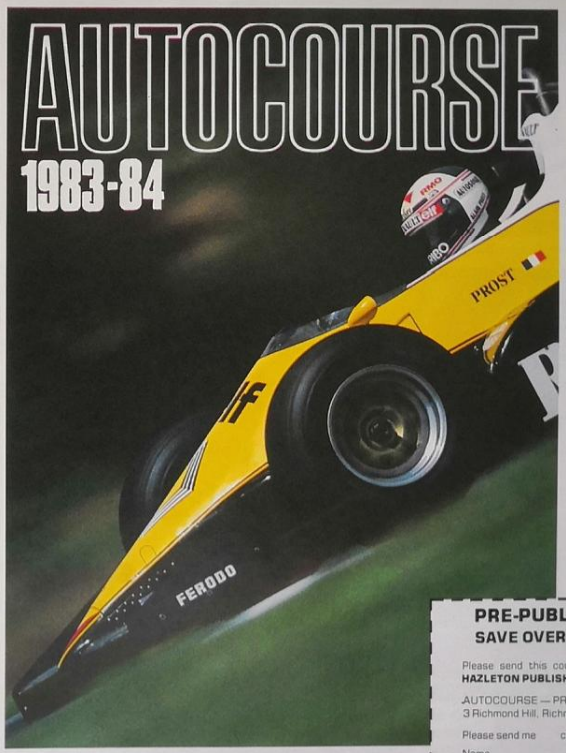

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PADDOCK NOTES FROM KYALAMI

PAGE 16
DEUS E BRASILEIRO

Nelson Piquet joined the greats when he won his second world championship title at Kyalami. It hadn't been easy, particularly against adversaries as powerful as Alain Prost and Renault. The Brabham-BMW team's joy, mixed with relief, was overwhelming; and Nelson was very much a part of it. But he'd never doubted his own ability to do it, nor that of his team — read on.

OUR NEXT ISSUE WILL BE ON SALE ON DECEMBER 20

Grand·Prix
INTERNATIONAL

PAGE 22
PRACTICE

Unofficial sessions on Monday and Tuesday, official practice on Thursday and Friday: there was lots of time to get the car just right at Kyalami. Ferrari put Tambay on pole, and he and Arnoux sandwiched Brabham's Piquet and Patrese. Further back, Prost lacked straightline speed...

PAGE 24
THE RACE

It was all cut and dried from the start: Piquet made a blistering start and disappeared into the lead, protected by Patrese in second who repelled challenges from Prost and Lauda. The Renault broke down at half distance, the McLaren at the end. The future world champion eased up to let his teammate take his first win of the season, while Nelson made sure of his title with third place.

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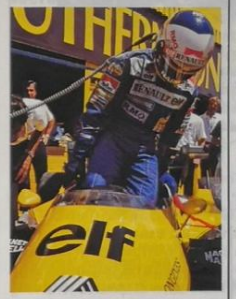
RACE STATISTICS AND LAP CHART

PAGE 30
THE SLEEPWALKER WHO TRIPPED



Before the race, Alain exuded confidence, but in private there's a streak of fate which acted like a get-out clause when his Renault packed up. He explains how he has tried to protect his private life, and what he likes best about motor racing.

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PHOTO ALBUM

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POSTCARD FROM KYALAMI

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EXTRA, EXTRA

Nelson Piquet thanked his teammate for helping him win the world title by allowing him to win the South African GP. René Arnoux was never in the hunt, but then his footwork had suffered! As for Keke Rosberg, he began the defence of a title he'd just lost: as a member of the turbo brigade.

PAGE 56
BLACK, ROUND AND SECRET

They can make all the difference between winning and losing; they represent a technology of their own, where only chemists fear to tread. At Pirelli, we learned how they're trying to recreate history made 21 years earlier.

PAGE 62
COCKPITS

Spirit-Honda and Theodore stayed at home, but the new Williams-Honda made a fairy-tale debut; we look at the Didcot turbocar and the rest of the field in the Kyalami garages.

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The paddock in Kyalami

NOT ENOUGH TYRES

Michelin's recently announced decision to restrict the supply of free tyres next season to only three Formula 1 teams (Renault, Brabham and McLaren) has placed its rubber-making rivals in a difficult position.

As mentioned in our Pirelli feature elsewhere in this issue, it is unlikely that the Milanese company will be able to expand its operations beyond the Toleman, Lotus and RAM-March teams, assuming of course that all three are going to continue racing in 1984.

Nor would it be realistic to expect Goodyear, the longest-established of the three tyre companies presently in F1, to support all the Michelin "rejects" in addition to its other major commitments with Ferrari, Williams and others.

Although Goodyear executives believe that Research & Development — as opposed to making and supplying tyres — forms the major part of its racing budget, we understand that the company's board of management in Akron, Ohio, seriously considered following Michelin's example. If the French want to select the best teams, went the argument, why don't we do the same?

A calm and reassuring note has since come from Goodyear's popular Director of Racing, the genial Leo Mehl, who turned up at Kyalami in spite of the fact that René Arnoux was the only Goodyear driver with a chance of taking the 1983 world title.

"The Michelin decision certainly makes things difficult for us," admitted Mehl, "because we can't hope to supply tyres to, say, 18 cars and still maintain a competitive development programme. At the same time, there are teams like Tyrrell and Arrows, with whom we have been associated for a long time, that we would be very sorry to have to disappoint."

In the USA — where, incidentally, 95 per cent of Goodyear's racing tyre production is sold to customers on a commercial basis — a tyre manufacturer who wants to come into Indy-car or NASCAR racing must demonstrate the capacity to supply at least half of the field. Mehl sees this is the fairest solution, and says that he would like to see it adopted in F1 by FISA.

The representative of one of the European tyre companies agreed that the situation threatened to be serious. *"But there is a simple solution,"* he added: "and that would be for all the tyre companies to agree not to make any cash payments to the teams, as they have done in the past. It is unrealistic for a tyre manufacturer to have to spend the huge sums of money which are needed to make, transport and service racing tyres at the Grands Prix, then to have to offer a cash inducement to the contracted teams."

TAMBAY'S REVENGE?

Ferrari fans around the world who were disappointed to hear of Patrick Tambay's summary dismissal from the Scuderia's 1984 line-up, in favour of Michele Alboreto, will be shocked to learn that Tambay wasn't even granted the courtesy of a message from Maranello before the bad news was issued to the press.

Instead, he was informed of the deed by our colleague Pino Allievi *(Gazzetta dello Sport)* about three hours after the announcement had been made public. Ferrari's Direttore Sportive, the widely disliked Marco Piccinini, claimed that the telephone line to Tambay's home in Switzerland was busy...

Expressions of sympathy continue to pour in to Tambay's mailbox, while Piccinini is said to enjoy the support inside the team of only M. Enzo Ferrari and his designated "successor", Piero Lardi Ferrari. A notable absentee from a dinner arranged in Johannesburg to welcome Alboreto to the team was chief engineer Mauro Forghieri.

The departure of Tambay comes as a major blow to Goodyear, whose tyre engineers regard the decision as a self-inflicted shot in the foot by Ferrari. Tambay, they say, was a sensitive and conscientious test driver whose talent for development more than compensated for Arnoux's shortcomings in this area.

And although Alboreto comes to the Scuderia from Tyrrell with a useful reputation for testing, the loss of Tambay's experience could prove to be a major setback for the American company as it prepares to switch from old-fashioned cross-ply tyres to radial construction for its F1 products.

LIGIER LOOKS FOR A DRIVER

Guy Ligier wasn't at Kyalami, but he was certainly busy back at Vichy, looking for a driver to lead his team in 1984. This has been the Ligier team's worst ever season in F1 by far: not once have Jarier or Boesel managed to bring their hydraulically-sprung cars home in the points. Next year promises to be even more expensive because the team will not have the advantage of FOCA's travel arrangements, valued at almost 400,000 dollars.

Nevertheless, M. Ligier is aiming high. Although he's lost the financial and technical support of Michelin, he will have Renault turbo engines and a new sponsor, Antar fuel/oil (a subsidiary of Elf) arranged — 'tis said — courtesy of his close friend M. Mitterrand, President of the French Republic.

The trouble with the Ligier team,

according to its boss, is nothing that couldn't be sorted out by signing up a winning driver. His first choice? Alan Jones, world champion of 1980, now sitting at home in Autralia and waiting to be called up by a team which can give him a better chance of winning races than Arrows, whose car he drove twice this year.

GPI managed to contact Jones a few days before Kyalami, and naturally we asked about the possibility of a link with Ligier. "Yeah," said Alan, "I heard that he had a lot of money for 1984, and I was told that he was trying to contact me. Unfortunately I seem to have lost the telephone numbers..."

Alan told us that he'd lost a stone and a half (10 kilos) in weight since his last race with Arrows, at Brand Hatch in April, and that he was ready to return to F1. "But I don't want to have to live in Frog-land," he said, "and I'm going to wait to see what develops Williams, if anything."

BERNIE'S SHOW

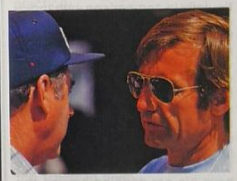
GPI readers who happen to be in Paris next month will be interested in the exhibition devoted to the F1 and general sports work of our own Bernard Asset by his old school, l'Ecole de Photographie de Commerce et d'Industrie de Paris, between November 8 and December 20.

The school's address is 73 Boulevard Saint-Marcel, 75013 Paris (Metro: Gobelins).

An additional show of Bernard Asset's work will be held during November at the Fnac Sport Les Halles concentrating on F1.

REUTEMANN LOOKS IN

An interested spectator at Kyalami, more than a year after his mid-season withdrawal from racing, was Carlos Reutemann. French journalists have suggested for several weeks that Guy Ligier had been trying to persuade "Lole" to come out of seclusion on his family's Argentine farm to drive next year's Ligier-Renault turbocar,



but Carlos denied that he was interested.

Carlos was embarrassed by the enthusiastic greeting he received from Frank Williams, his old boss, who had not seen him since Carlos walked away from F1 following an untypical driving mistake during the Brazilian GP in March 1982.

"This is the man who should have been last year's world champion," said Williams as he gripped Carlos' hand.

Reutemann was never noted for making long statements when he was competing. Nevertheless, he assured GPI, "I am not interested in coming back to racing — nor do I want to be President of the Republic of Argentina after our elections later this year, which has also been suggested."

SPIRIT AND THEODORE ABSENT

Neither the Spirit-Honda nor the Theodore F1 teams made the long trip from England to South Africa, leaving exactly 26 cars (the maximum allowed on the grid) to contest the final round of the 1983 world championship.

Spirit was obliged to withdraw because all the available Honda turbo engines were earmarked for Rosberg and Laffite, both making their F1 turbo debuts with the new Williams FW09 chassis. "We hope to carry on in F1 next year," said Spirit team manager John Wickham, "although we have now been informed that we will not be able to use the Honda engine again."

Shortage of cash had already obliged Theodore to withdraw Johnny Cecotto's entry at Brands Hatch three weeks earlier, and Roberto Guerrero's Colombian sponsors had decided that there was no point in sending him to compete against the vastly more powerful turbocars.

"This does not mean that we have withdrawn from F1," insisted Theodore manager Jo Ramirez: "we hope to continue in 1984."

THROTTLE LAG

It is more than likely that some sections of the press will comment that the second world title for Nelson Piquet has not produced a truly "great" world champion, for it is true that he jealously keeps himself to himself and refuses to accept the obligations normally expected of a man who is public property.

Thus it is an appropriate moment to consider whether men such as Piquet, those who prefer to remain secreted away with their own pain and joy, are not those who stand the best chance of vanquishing those whose masters insist on a heavy measure of PR collaboration for purely commercial reasons.

Nelson Piquet's achievement was the fruit of hard, consistent work by a modestly-sized organisation: in the final analysis, Renault and Ferrari may have failed simply because they placed too many constraints upon themselves. World championships are not bought: they are won.

The creator of the Brabham-BMW BT52, Gordon Murray, confirms the theory. *"Sometimes you can take too many precautions. You get overkill when you're swamped by spare cars or too many mechanics. It's counter-productive to get mixed up in the political and financial wrangling. I enjoy working in a simple, straightforward way, and Nelson feels the same as me."*

The victory of Bernie Ecclestone's driver and of the BMW engine inevitably call into question the approach adopted by Renault, their defeated rival. The team which won through is the one that was able to keep up the pace of development as the season progressed. Its rival, subject to the top-heavy administrative grinding of bureaucratic wheels, found itself stagnating at exactly the moment when it should have been pressing on. As in all competitive human activities, he who cannot keep going eventually goes backward.

On the same evening that a nice little guy was facing up to the disappointing fact that his hopes had been dashed for the third year in a row, his boss Gérard Larrousse, chief of Renault Sport, was confronting realities of a different sort. Larrousse recognises that the French V6 engine is already being outclassed by the "second generation" powerplants which have come on to the scene since Renault made its pioneering impact on F1 sport. Next year the only part of the existing engine which will be retained will be the basic cylinder block. All the external parts — turbochargers, coolers and electronic systems — will have to be replaced. This will be the price that Renault must pay in order to retain its place among the ever-increasing number of teams which the Régie will confront in order to ensure that it has a chance of being a contender for a fourth consecutive year.

No doubt Gordon Murray would add that an organisational rearrangement is equally important, one that would enable Renault's racing arm to react quickly and decisively whenever the occasion demands. The most important weapon in the hands of the smaller teams remains their ability to respond instantly to the forces of the industrial giants who would attack them.

G.P.I.

The paddock in Kyalami

TRANSFERS

With Alboreto's signing at Ferrari certain, the transfer market promptly narrowed down to a few uncertain drivers. At Lotus, Nigel Mansell was still unsigned for next year, with Peter Warr still finding Mansell a bit "expensive". At Toleman, where Derek Warwick clearly wants to leave, that desire came closer to reality when, for the second year running, Derek received some fairly clear signs from Renault.

Derek might think again, however, when he learns that Paris was soon seething with rumours that Prost could be on his way out from Renault. Two explanations for the story: (1) Prost has no confidence in the Régie's ability to win the '84 title, or (2) that the Renault board is looking for a head to roll, and it is to be his rather than a manager's or an engineer's.

Outsiders might think that Prost has driven splendidly this year, and that the ultimate defeat stemmed from a below-par chassis rather than inadequate skill behind its wheel. Whichever is the true explanation, it could be that there are real hopes not only for Derek Warwick to move in at Renault, but for Patrick Tambay to be his team mate. It is certain that Cheever will not be asked to stay, unless of course it is team boss Gérard Larrousse's head that rolls rather Prost's...

As usual, the Ferrari camp was the heart of another mystery. A mystery compounded by a telephone call to Tambay from Maranello in which Tambay — who had already been "thanked" for his intelligent contribution to Ferrari's efforts (and thus fired) — was asked *not* to sign with any other team until a fortnight after Kyalami. Which could, one supposes, mean that with the usual machiavellian plots of Piccinini and the Commendatore, the skids might now be under Arnoux, not Tambay. The least one can say is that Arnoux has not re-signed. Or says he has not.

As for Ferrari's newest recruit, Michele Alboreto, he was in a happy frame of mind. And an unhappy one. "It hurts me to leave Tyrrell. This team has been my family and I would hope to end my career with them." Did that mean he wouldn't s... that long at Ferrari? "Two years," saidMichele.

Meanwhile, Ken Tyrrell was teasing Piccinini by accusing him of stealing his best young drivers, Scheckter, Pironi, now Alboreto. "Why not at least give us some of your engines in return?" asked Ken. Piccinini shrugged enigmatically: "We are always happy to take your drivers. Three years with you is like going through West Point!" West Point is the U.S. Military Academy and Michele didn't make Ken sound all that strict.

LAFFITE STAYS

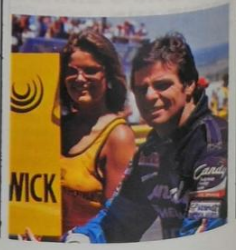
Reports from France suggested after Jacques Laffite's second consecutive failure to qualify, at Brands Hatch, that his boss Frank Williams had offered his personal contract both to Ligier and Renault for 1984.

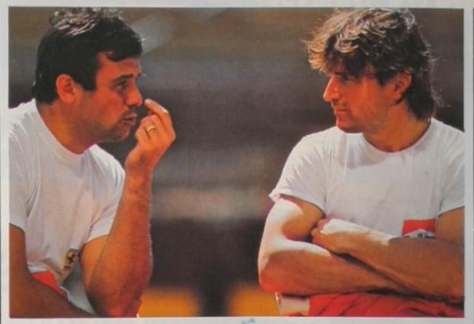
But although Guy Ligier himself was quoted as the source of the information, an angry Frank Williams denied the "Jacques for Sale" stories together with an even more outrageous suggestion that he had deliberately sabotaged his French driver's front tyres at Brands in order to find an excuse to get rid of him.

Asked to explain Laffite's comparatively poor practice and race performances in recent months, particularly in comparison with those of his team mate Keke Rosberg, Williams had a plausible explanation. "On most of the circuits where we've been racing recently we've had to run our car with smaller wings than anyone else, to get extra top speed. But Jacques is used to lots of downforce and radial tyres, which gave him much larger 'footprints' contact patches than with our car. Keke loves to have his car dancing around the track, which is why he's been doing better, at least in comparison, but it doesn't suit Jacques' rather unusual style of driving.

"I was very pleased to see Jacques doing so much better with the new Honda-engined turbocar here at Kyalami," Williams continued. "I'm convinced that he'll do really well for us on the new Goodyear radials next year, especially as the power of the Honda engine will enable us to use big wings like everyone else."

Williams yet again confirmed the news (first published more than two months ago) that the happy-go-lucky Frenchman will be a Williams driver for the second consecutive season in 1984, rumours from France notwithstanding...





KYALAMI QUOTES

"Mansell complained that we wouldn't give him any fuel during qualifying at Brands Hatch. Next year I'll make sure that he doesn't have a car to put it in..." Lotus team manager **Peter Warr** on his feud with his (former?) driver.

"Two down — eleven to go..." BMW PR man **Uwe Mahle's** comment after Piquet and Patrese had both suffered massive engine failures on the first day of official practice.

"I tell you, the next guy through the door after I've left Maranello will be him..." Ex-Ferrari man **Patrick Tambay,** describing his nemesis Marco Piccinini. *"Viva Tambay..."* Sign painted on their garage wall by the **Ferrari mechanics.**

"I will be back in F1 next year — but without qualifying engines". British turbo manufacturer **Brian Hart** on the news that he has split with the Toleman team.

"The best thing about working with Honda is that it's the first time I've found that I'm taller than my own engineers..." Happy **Jacques Laffite,** on the Williams team's new Japanese connection.

"Yes, quite true — and we also stuck a bloody great big nail in this rear tyre..." **Frank Williams** on reports in the French press that he had deliberately sabotaged Laffite's tyre valves at Brands Hatch.

"Whether I win or lose the championship it will have been a very good season for me, one which I have greatly enjoyed..." **Alain Prost,** quoted in the Ford News Briefing.

"I don't care if I don't win the title: I hate doing promotions..." **Nelson Piquet,** to a South African TV commentator.

FIVE STAR FOOLISHNESS

Panic at Viry-Châtillon: with one week to go before the final round of the world championship, a friendly snooper from the French airline UTA telephoned Renault Sport to say that he had just spotted a consignment of fuel churns marked "Brabham" on their way to Kyalami.

The news was a shock. In the past, Kyalami — by agreement — has always been a circuit where Avgas aviation spirit is used by everyone, due to the unavailability of commercial high octane fuel. If the importation of fuel was not forbidden, then Renault and all the other teams would have to follow Brabham's example, and quickly.

Investigation showed that the Brabham importation was **not** forbidden. To the embarrassment of FISA (which had already authorised the use of Avgas) it appeared that the South African organisers had passed on some incorrect information to Paris about their local regulations on fuel imports. The story did not sit well with the French press, however. "Cheating," shouted the headlines:

"Ecclestone tries to give Piquet an illegal advantage." This, of course, was incorrect: M. Ecclestone had merely read the rule book (and the South African legal code) more closely than any other team owner.

RIGHT TO REPLY

Our Brands Hatch *Paddock* item about some remarks attributed to Alain Prost in the French sports daily paper *L'Equipe* have created a lot of interest. We have since been contacted by the journalist Bernard Dolet, who wrote the piece originally. He has asked us to publish the following clarifications:

"When a journalist forewarns a sports personality of his intention to write an article on a given subject, and when that personality — having agreed to be interviewed — sits in his company while the journalist carefully writes down all his replies in clear view, how can that personality claim to have been 'trapped' or to have had his remarks misquoted?"

"Alain Prost was certainly not trapped by me, nor was any confidence betrayed. Furthermore, he has not in so many words denied the suggestions implicit in his statements to me. It would appear on the one hand that he has come under a certain amount of pressure from his employers (why else would he have left it until four days after the publication of the article to deny it?), while on the other there has certainly been some blatant twisting of the words reported by L'Equipe *in other publications* (NB: this does not apply to GPI)

"Finally, Prost has been asked whether or not he was criticising Arnoux as a driver. On this point he has certainly been treated unjustly, for in fact not once in the L'Equipe *article was there any reference to Arnoux as a driver as opposed to a person.*

"Furthermore, I do not want to see or read any suggestion to the effect that Prost was in any way trapped or betrayed by one of his friends. The fact is that he himself (and only himself) should have been more careful."

ENDURANCE: PART 4

Daytona-Miami-Sebring, Monza-Silverstone-Nürbugring, Le Mans: our three Endurance issues of GPI have already virtually sold out and are already changing hands on the black market for above normal prices! So now's the time to pick up the fourth Endurance GPI which is published at the same time as this Kyalami F1 edition.

The 1000 kilometer races at Spa, Brands Hatch and Fuji are all covered in the 112 page magazine, together with 200 colour photographs. And while we report that Al Holbert has won the IMSA crown in a Porsche-engined March 83G, our traditional historical section tells of a previous Stateside March, the enormous 707 CanAm car. Then we have features on the up-and-coming German driver Stefan Bellof, who we interviewed at home; we also learned some oriental secrets from Mazdaspeed in Tokyo and just why European Endurance racing means so much to them. And of course, the words are beautifully illustrated with the best from our talented lensmen: Bernard Asset, David Winter, Harald Strebelle, Thierry Bovy, Eric Vargiolu, Stéphane Foulon, Peter Burn and John Blakemore. Look for the superb close-up of the Rothmans Porsche 956 on the cover; it will cost you £2.50.

ELITE TRIO

FISA organises three World Championships a year: those for Formula 1, endurance racing and rallying. It is those three branches of the sport that a much modified, improved and sumptuous Grand Prix International will cover in 1984. In South Africa, FISA's secretary Yvon Leon confirmed the important dates of those three sports:

Formula 1 World Championship
Brazilian GP, February 26; South African GP, March 10; Belgian GP, April 29; San Marino GP, May 6; French GP, May 20; Monaco GP, June 3; Canadian GP, June 17; Detroit GP, June 24; Dallas GP, July 8; British GP, July 22; German GP, August 5; Austrian GP, August 19; Dutch GP, August 26; Italian GP, September 9; New York GP, September 23; and European GP, October 7. That's a total of 16 Grands Prix, to which Swiss and Spanish rounds may be added as reserves.

World Endurance Championship
Monza, April 8; Silverstone, May 13; Le Mans, June 16/17; Nürburgring (or Hockenheim), July 15; Mosport, August 5; USA (at a circuit yet to be announced), August 12; Spa, September 2; Fuji, September 30; and Kyalami, December 1. That's a total of nine races to which may be added three European championship dates: one on the new Fuengirola circuit in Spain on May 27; Brands Hatch, July 29; and Imola, September 16.

World Rally Championship
Monte Carlo, January 21/28; Portugal, March 6/11; Safari, April 5/9 or 12/16; Corsica, May 4/6; Acropolis, May 26/June 2; New Zealand, June 22/27; Argentina, July 23/29; 1000 Lakes, August 22/26; San Remo, September 30/October 3; RAC, November 25/29. There's a total of 10 events in the World constructors' and drivers' series, while the Swedish (February 10/12) and Bandama (October 29/November 5) count for the drivers' championship alone.

On the Kyalami podium Nelson, alone for a moment, enjoys his achievement. He said that he had not doubted his ability to do it since the Dutch GP. (photo: Bakalian/Gamma)

DEUS E BRASILEIRO

Happy the new champion! "I won the first one for my team and my friends," he said: "but this one is for me." (photo: Asset)

Asked by a local TV interviewer to assess his chances of winning the 1983 world championship, Nelson Piquet sat on the pit rail in front of the Kyalami pits and gave the answer he had ready. "Prost is the favourite because he's got two more points. But I believe that I have a much better car." And, he added : "everything is in the hands of God." Now there is a little-known fact, vouchsafed only to Brazilians, who claim (in their Portuguese language) that "Deus e Brasileiro" (God is Brazilian). This knowledge may have accounted for the confidence radiating from Nelson's smile...

by Mike Doodson

Long after the South African GP was over, towards the end of a hot spring afternoon in the southern hemisphere, the section of the ancient Kyalami pits occupied by the Brabham team was an understandably happy place. The BMW mechanics had started to share out the supplies of good Bavarian beer which inevitably finds its way to every country where their engines are raced. Elsewhere in the depths of the shadowy garage there was a faintly jarring note as Brabham mechanics started to pack up their boxes of spares: the lads from Chessington, like footballers at Wembley, had swapped shirts with their friendly rivals from Viry-Châtillon and were wearing Renault's white and yellow colours.

Standing at the front of his racing car was an unsteady figure attempting to aim his foot into a white sock. It was a task which seemed to require outside help. *"You might find it a bit easier if you sat down,"* said one of his mechanics to Nelson Piquet, the newly-crowned world champion. He sat down.

Does it feel better, I asked, to be world champion the second time than it did the first time, two years ago? *"I think it's feeling better,"* he said, *"but I'm not exactly sure at the moment because I'm drunk..."*

Nelson wasn't drunk, but he had just come back from a Michelin celebration. On a brain which isn't accustomed to alcohol the effect of two glasses of champagne is quite impressive. But he wasn't too sozzled to suddenly spot a

→

BT52 nose cone already carrying a proud "1" numeral, his race number for next year. The numeral, in green and white, had been delivered personally by Frank Williams in an impromptu hand-over ceremony. *"I always wanted Nelson to win,"* said Frank several times over the weekend: *"I would have hated it if we'd had to carry 15 and 16 next year..."*

For every member of the Renault and Brabham teams, at last the tension was over for another year: the title had been settled, and decisively so. Waiting at home for them, as for all of the teams that have turbocharged engines, there was a pile of work, because the fuel capacity regulations that will come into force in January virtually oblige entrants to build new cars.

That night, however, was to be a moment of relaxation for everyone except those, like Alain Prost or Bernie Ecclestone, who were required to dash back to Europe. And the best party to be invited to was the one being thrown by BMW in the area overlooking Clubhouse Bend, within tantalising proximity of the building where the international pressmen toiled over their typewriters. Next morning, on the plane carrying the French-based contingent back to Nice and Paris, Nelson and his lovely Sylvia looked distinctly fragile.

The events of the Big Day had been emotional in so many different ways. First for René Arnoux, who had been the first of the three contenders to throw in the towel, his Ferrari never having looked capable of giving him the victory he needed to be champion. Then for Alain Prost, who had given this race the very best of his undeniable talents both as a technical driver and an indomitable fighter: what irony that the Régie Renault, bold pioneer of turbocharging, should see its best chance of being vindicated in motorsport destroyed by the failure of a turbo-compressor unit.

Prost had watched the rest of the race intently from the Renault pit. There was, after all, a chance of Piquet retiring, even though his Brabham-BMW had the race under almost insolent control. So long as that chance remained, Alain could yet be world champion. And when Piquet at last crossed the line, having permitted his team mate Patrese and Alfa driver de Cesaris to take the first two places, the first person to shake hands with Bernie Ecclestone was Prost. Even before the phrase became a cliché — which it was rapidly to do on the lips of the visiting journalists as they analysed the race and the season — Prost admitted the truth, *"The best car won the championship, and Nelson was the best man to drive it..."*.

The Frenchman displayed little of the emotions that must have been welling up inside him. For the women close to the Brabham team, that was certainly untrue. Riccardo Patrese's Suzy, of course, showed the joy which comes from victory after a long drought. And Ecclestone's secretary, the fiercely loyal Ann Jones, had more than one reason to justify the tears on her cheeks as she stared intently into the timekeeping screen at the "unfashionable" end of the pits. After all, not only had her boss's team scored a walkover, but the RAM March under the management of her boyfriend John Macdonald, virtually unnoticed, was on its way to 12 th place, giving Kenny Acheson an honorable

GORDON MURRAY (Brabham designer)

Yes, Nelson was taking it easy in the last few laps. He was watching all the temperatures and he'd turned down the boost so far that I reckon the engine must have been almost naturally aspirated!

The high point of the season for me was way back in March. We came out In Brazil with a totally new car, the whole team worked their balls off to build it, and of course it won first time out.

The BMW people have been fabulous, of course. To make a new F1 engine and win the world championship with it after a year and a half, against opposition with the experience of Renault and Ferrari, is incredible. I know that it looks as though BMW only made big steps forward in the last four or five races, but the improvements go much deeper than that. They've worked very hard all through the year, they've learned a helluva lot about things like cooling.

Some people thought that coming out with a new car that was so different from the others was a gamble. I think it has worked, though: there were some circuits — like Spa and Ricard — where we weren't the very quickest. But it seems to have been good at most places, particularly the slow circuits. For a variety of reasons (like the position of the air intake) we might not have been so fortunate if it had rained, though.

I've been asked by some French journalists why Renault hasn't been able to pull off a world championship yet. In my opinion, from what I can see as an outsider, I would say that their team is too big from an organisational point of view. It still takes them a comparatively long time to react to new developments. Having a small organisation, I believe, is the reason why the British teams keep winning championships...

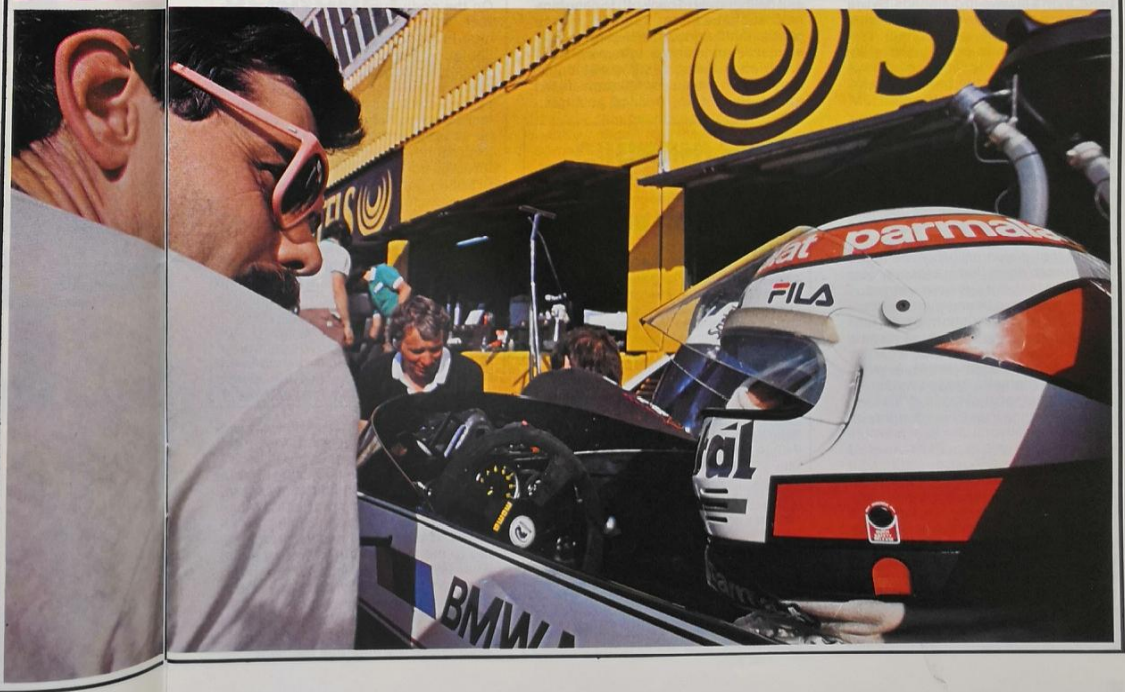
CHARLIE WHITING (Brabham Chief Mechanic)

I can say it now, I suppose: I had my doubts about our ability to win the championship. At least one doubt on every lap! At the end, Nelson was going much too slowly for my peace of mind.

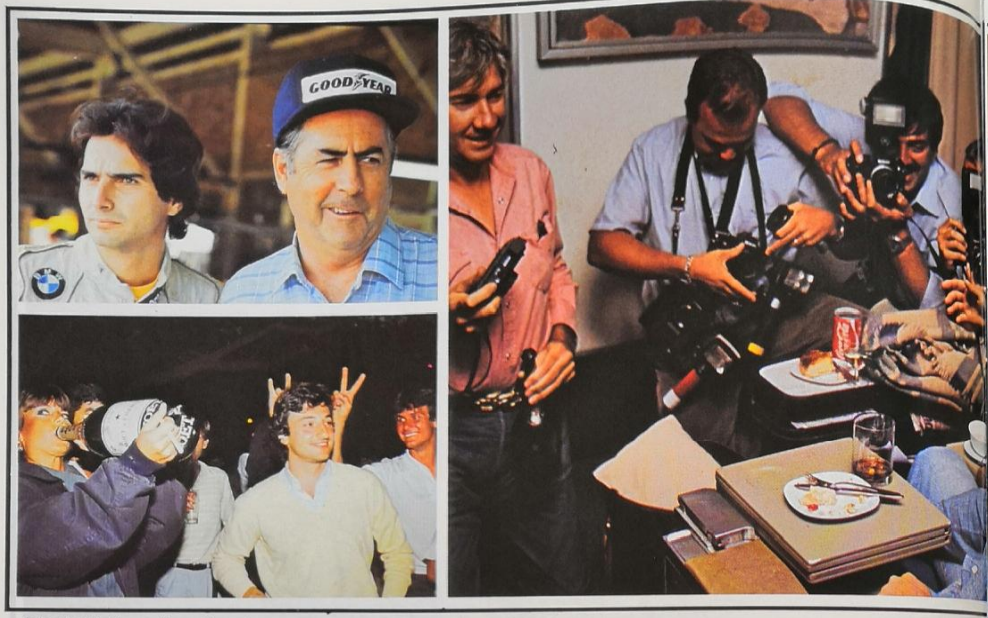
It was impossible to know from the pits whether Nelson was deliberately letting those other drivers go by him. His lap times, which were really quick at the beginning of the race, went from 1m 10s to 1m 15s and then, at the end, to 1m 22s. For me, the tension was awful. We had some specially prepared boards to show Nelson and Riccardo what to do in different sets of circumstances. As things worked out, we only had to show one: "PROST OUT."

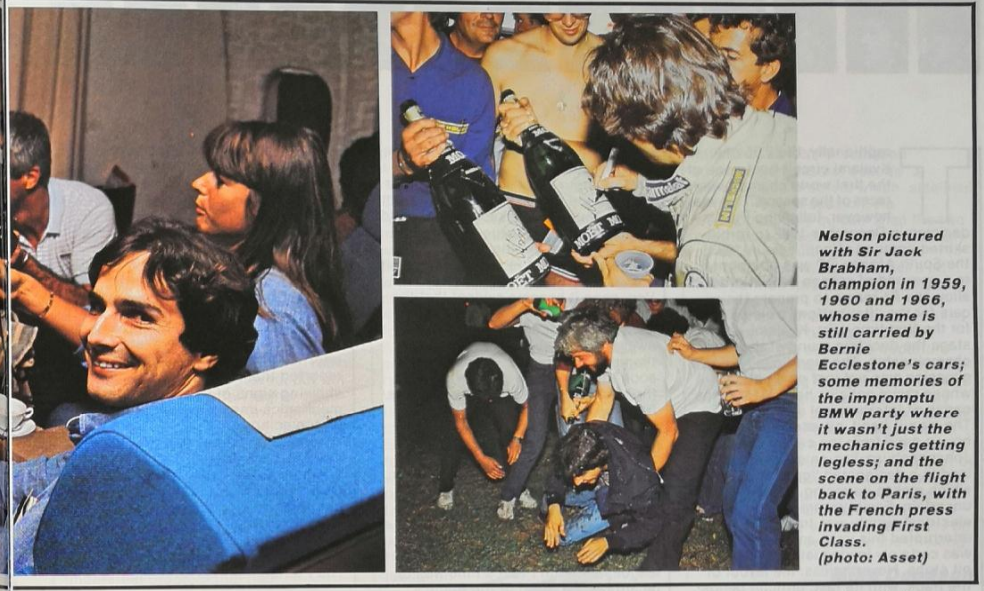
After all the rivalry I was surprised but very pleased that Alain Prost was the first person to congratulate Bernie after Nelson had crossed the line. Then Jean Sage came over and shook my hand. "The best team won," he said. It was a nice thing to do, more than I had expected. We appreciated that.

Surrounding the unbeatable Brabham-BMW are the men responsible: Gordon Murray, Riccardo Patrese, Nelson Piquet and Pierre Dupasquier of Michelin. (photo: Asset)



"Renault's problem is that the team is too big," said Gordon Murray, the designer who never lost faith in Renault's ability to snatch defeat from the jaws of victory. (photo: Asset)





Nelson pictured with Sir Jack Brabham, champion in 1959, 1960 and 1966, whose name is still carried by Bernie Ecclestone's cars; some memories of the impromptu BMW party where it wasn't just the mechanics getting legless; and the scene on the flight back to Paris, with the French press invading First Class. (photo: Asset)

debut in F1 after no fewer than six unsuccessful attempts to qualify.

But the girl in the limelight had been Sylvia, of course. Sylvia the fashion plate, Sylvia-always-in diamonds, Sylvia the organiser. She never misses a race, and it's impossible to miss her. *"You know, Nelson has been completely relaxed this weekend. I'm the one that's been feeling all the tension. I had half a tranquiliser tablet before the start, but because it didn't seem to be doing any good I took another half later. It has made my head spin. And still I was worried about Nelson: first when he came down close to the pit wall early in the race, which made me worry about his tyres; and then when he turned down the boost and his lap times got slower. Paul Rosche told me not to worry. I knew from Monza that it was probably the boost being turned down that made his engine sound like that, but still I was worried..."*

There could have been no greater contrast with Sylvia's anxiety, however, than the calmness of the man whose name is carried on the new champion's car. Sir Jack Brabham, three times a world champion himself, stopped over in Johannesburg on his way from his farm in Wagga Wagga to see his younger son Gary race at Silverstone in a Formula Ford 2000 race less than 24 hours after the South African GP was due to end. Sir Jack, who has not had any financial connection with the Brabham team since before it was bought by Ecclestone in 1971, shows his independence by refusing to be coaxed out of his Goodyear cap in favour of this year's Brabham tyre supplier, Michelin.

These, then, were just a few of the people who shared Nelson's delight when he crossed the finishing line. As he set off towards Crowthorne bend on the slowing down lap, he punched his fists into the air. Now he could allow himself to relax. He had driven that most difficult of races, one in which he had forced himself deliberately to back off, to pace himself, his gearchanges and his engine revs something less than the limit. Under similar circumstances, others with less experience and ability have found that they need the stimulus of flirting with the extremes of revs, braking and road-holding. Paradoxically, going slow dulls their concentration, tempting them into missed gearshifts and mistakes in the corners.

On the podium he was more than correct. Riccardo's contribution, his readiness in the early part of the race to "ride shotgun," and his ultimate victory, must not be overshadowed, said Nelson. In its own way, this race was just as important to the Italian's future with the team as it had been to Nelson's title. From there he was taken to the press room, where a microphone failure upset all the plans for a well-conducted post-race interview. Brazilian journalists swarmed round their new champion and physically jostled him from one side of the room to another. As at Las Vegas when he won the tile for the first time in 1981, Nelson remained calm, thoughtful and honest. *"It was too easy,"* he said. And then he revealed the tactic which had enabled him to make it all look so easy. *"We decided before the start that I would do the first part of the race with the car superlight, with as little fuel as possible and the stickiest tyres. We even announced that we would be doing the usual late pit stop.*

"The idea was to set a very quick pace right from the start, to force the others to take risks with their engines. And it all worked perfectly. I was able to build up such a big lead that after my pit stop — which the guys did fantastically well — I was still in first place.

"It was not long after that the pits signalled to me that Prost had broken down. Then there was nothing left for me to do except to count off the number of laps and watch out for the backmarkers as I lapped them. I must say, though, that everyone was watching out for me. I didn't have a single bad moment."

MIKE (HERBIE) BLASH
(Brabham team manager)

The only thing I really cared about in South Africa was the thought of getting back on the plane to go home. This has been a tough season for us all and we need a rest from travelling. But the testing starts again in November. New car, too...

I wasn't worried about Nelson slowing down at the end of the race. We could see from his lap times that he could have speeded up if necessary. Some of the others in the team weren't so confident, though. I believe that BMW's top engine man, Paul Rosche, didn't dare to watch most of the time.

We didn't have any trouble with the pit stops this time. The problem at Brands Hatch was due mainly to using old equipment, so we replaced most of it for South Africa. Expensive for just one race, but worth it.

Bernie Ecclestone shot off to the airport before the end of the race, before he could speak to Nelson. He told me to give Nelson a bollocking : Bernie thought that he should have finished 2nd instead of letting de Cesaris pass him. But Nelson was crying when he appeared after the slowing down lap. We all felt like that.

PIERRE BLANCHET
(Michelin)

The Brabham won because it's the best car. It's a predictable sort of reply, but it's the truth. And it's been the best car, in my opinion, right from the start of the season.

This is only the second year in F1 for the BMW engine. Their engineers have obviously worked very hard, and although I had the impression that they had some unproductive periods during the course of the season, that work paid off starting at Zandvoort.

In my position, you get to know the drivers pretty well. There may be some differences between Prost and Piquet as far as their life styles are concerned, but technically they are both at a very high level.

As someone who has lived in England for a number of years, perhaps I know more about the English way of working than most French people. I believe that Renault must now learn how to do something which the British do so well: they know how to lose as well as they know how to win.

The day that Renault learns how to lose, they will become world champions...

Nelson confirmed that he could, indeed, have won the race if he had wanted to do so. But Patrese, after his pit stop, drew alongside as they came on to the long, long straight out of Leeukop bend and made a prearranged signal, asking if he could go through. The gloved finger told Patrese what he wanted to be told: *"go for it, buddy."*

If Nelson had been using a radio (next year's fashionable F1 car accessory?) he could have allayed the few naggings fears in his pit. *"I could have put back the power any time I liked. I just preferred not to take any risks with the engine. So I let Patrese go through, and then the Alfa. I had been a bit worried about Lauda, because I knew that I had to finish 4th or higher to get the points I needed to beat Prost's total. But he started to go slowly and then he stopped altogether."*

It was time to reflect on this second championship and its professional significance. Talking at Brands Hatch only three weeks earlier, three-times champion Jackie Stewart had said that a single title proves nothing. *"Anyone can do it once,"* said the Scot: *"to mean something important you have to do it again."*

So Nelson — against Stewart's 1983 forecast, incidentally — has done it again. Like Lauda and Emerson Fittipaldi before him, as a double world champion his reputation has somehow become unarguable. Whatever your opinions about Nelson Piquet as a person, you cannot challenge his ability. Yet for all his reputed inaccessibility to the press, Nelson remains the most delightful person, the sort of man with whom one feels it would be easy to be a close friend. Says Stewart: *"The sport has been devalued by the sort of drivers like Lauda and Hunt who refused to collaborate with the press and with the big companies whose involvement in racing makes it all possible. But I can understand Nelson's desire not to get involved in all the promotional work that Rosberg, for example, likes to do. Racing can probably afford one Nelson Piquet."*

In his five years as an F1 driver, Nelson Piquet has won 11 Grands Prix, two world titles and one runner-up place (1980). In a poll of team managers last year he was voted their "Number 1" choice from the point of view of racing and testing. Certainly there can have been no driver in the past dozen years who has been as popular with his mechanics as Nelson is with the free-spirited bunch of rebels who fit together so miraculously well at Brabham.

He must now be considered the best F1 driver of those presently competing, for he has added one vital quality to all the other talents in his armoury: he has chosen the right team for which to drive, having resisted offers, for example, from McLaren which would have given him a race-winning car but not the right to be his own man as he is now.

Sylvia, who knows about these things, says he is entirely serious when he talks of continuing in racing for another ten years. *"When he retires, I'm convinced that he will have been world champion four times,"* she adds. Perhaps that would convince Jackie Stewart.

Asked in the Kyalami press room what this second title means to him, Piquet could not have been more precise. *"I wanted to win this year even more than I did the first time,"* he said, lightly thumping his knee to underline the point. *"In 1981 I won it for Ecclestone, for my family and for the people who had shown their faith by taking me into F1 straight from F3. But this time I wanted to win it for myself. I've done that, and it makes me very happy."*

On the evidence of the past three Grands Prix, if God had chosen a nationality for Himself, it undoubtedly wasn't French. Anglo-German, perhaps, although that suggests a splitting of the Divine personality...

What seems most likely is that when Nelson committed his chances into the hands of God, he knew what passport He would carry if He was mortal. In the face of a young man who makes winning look so easy and so natural, what other explanation could there be? □

PRACTICE

Traditionally, the 2.55-mile Kyalami circuit hosts one of the first world championship races of the season. This year, however, following FISA's decision in December 1982 to forbid skirted "ground effect" cars in 1983, the South African GP was postponed to a new end-of-season date in order to allow the F1 teams to prepare their cars for the "flat bottom" rules. Thus, for the first time ever, Kyalami was to stage the deciding round of the world championship. The significance of this occasion was not lost on a nation whose racial policies have made it the pariah of international sport.

The circuit itself, situated half an hour's drive from the centre of Johannesburg, lies on sandy, barren land in a designated "green belt" which makes its racing future uncertain. Facilities are poor (the electrical supply was frequently interrupted this year) and the pit lane was certainly inadequate for this year's pit stops. Nevertheless, the layout of the track, with its fast, difficult bends and a rising approach to the final corner before the long straight, makes an interesting challenge.

Kyalami is undoubtedly a circuit which places a premium on power. Turbocharged cars have an even greater advantage here than anywhere else, because at this altitude (almost 5,700 feet) it is possible to compensate for the thin air by increasing boost pressure and recovering the horsepower that would otherwise be lost. Nothing could have emphasised this disparity more eloquently than the gap of 2.5 seconds which was to separate the fastest of the breathless "aspirated" cars from the slowest of the turbos after two days of qualifying. This extra power does not come free, however: thin air cannot cool engines as efficiently as the denser air at sea level, and oil/water temperatures inevitably rise. For this reason it was agreed that the teams would be allotted the Monday and Tuesday before Saturday's race in order to test their cars and make preparations.

All the teams took advantage of this opportunity, which was to prove expensive for Toleman. On Monday Giacomelli crashed, followed on Tuesday by Warwick: neither accident appeared to have been caused by driver error. The impact in both incidents was substantial, but the tough carbon-fibre Toleman monocoques protected their occupants from injury.

When official practice started on Thursday morning, the busiest pit was to be Brabham's, where engine failures had brought both Piquet and Patrese to a premature halt. Undaunted, Piquet took over the team's third car and snatched fastest time from Arnoux, who briefly tried Goodyear radials on his Ferrari.

The one hour qualifying session after lunch found everyone on light fuel and Q-tyres, but a very disappointed Elio de Angelis — whose Lotus-JPS had set 2nd fastest time in the Monday / Tuesday sessions — was suddenly and inexplicably 0.4 second slower.

Very soon it became evident that the battle for pole position would be between Piquet and Tambay, who swapped fastest time between themselves until the Frenchman — soon to be an ex-Ferrari driver — left the pits in a shower of chilly particles from the dry ice packed around the radiators of his 126 C3. Watched by Piquet, who had already used both sets of quallies, Tambay used his short-lived but super-grippy American Goodyear tyres to take the overnight pole with 1m 06.55s.

The Renault team, with two victories at Kyalami from its two previous appearances, was not yet in this league, although Prost's time was to be 3rd fastest. Both of the Régie's drivers felt that they were handicapped on top speed, and one independent speed trap indicated a decisive advantage for Piquet's BMW-engined Brabham (312 km/h) over Prost's Renault (300 km/h). These figures, according to one engineer, suggested that the Ferrari and BMW engines were producing over 750 horsepower in qualifying trim, for already the times were close to Arnoux's "pole" of 1m 06.35s from last year, when he had been driving a skirted Renault.

This year, though, it seemed that Arnoux might not be going far. Still hoping to make good his outside chance of snatching the world championship from Prost and Piquet, the Frenchman had been forced to stop at the side of the circuit after an electrical failure silenced his Ferrari's engine. While helping to steer the car further back from the circuit, the front wheel hit the back of his heel. It was the end of Arnoux's practising for the day.

The surprise of the afternoon was the speed of the new Honda-engined Williams FW09 turbocars in the hands of Rosberg and Laffite, the latter with a new chassis which was completed only just in time to be freighted to South Africa. The Japanese Honda engineers (no fewer than 13 them at Kyalami) will not yet permit their V6 to be super-boosted like the Ferrari or BMW, but the Williams personnel are quickly learning about the use of dry ice packed around the radiators.

Using a comparatively small rear wing, Rosberg not only managed to set 5th fastest time behind Arnoux, but also recorded a slightly faster top speed than Prost's Renault. Not only is the Honda V6 more competitive in the new Williams than it ever was in the adapted Spirit F2 chassis, but it also seems to be more reliable. There was a bad misfire in Laffite's car halfway through the session, so he was switched to Rosberg's chassis (in which he set 7th fastest time) while the still mysterious solenoid-operated fuel injection system was partially dismantled in the pits.

Under the hot sun of a new day, meanwhile, Piquet and his team mate Patrese were topping the list of unofficial times, although Patrese reported that he had felt his engine showing signs of seizing. The mechanics immediately started work on replacing it.

When the timed session was flagged away at 1 pm, Patrick Tambay watched serenely as his rivals set off on their final desperate attempts to dislodge him from pole position. His mechanics were in the final stages of curing a minor misfire which had made itself apparent in the morning session.

The Frenchman had no reason to worry. Piquet's attempt was foiled by a spectacular spin at Leeukop on his first set of qualifiers and two missed gears on the second. Patrese's car was ready to run after 25 minutes of the session, but although he improved on his Thursday time by 1.2 seconds, he too went off the road and had to be content with 3rd fastest time overall.

Nursing his swollen foot in a bucket of iced water, Arnoux had been joined in the Ferrari pit by Didier Pironi, a welcome visitor to Kyalami in his new role as a pressman with a French radio station. Arnoux also improved, but not enough to put his Ferrari higher than the second row. Behind him, having failed to go any faster, were Prost and Rosberg. The Renault driver had discovered that the special Renault "qualifying" engine (actually a regular race engine with a bigger turbo) was no quicker than a normal "race" engine at this altitude. And Rosberg, pleased with his Honda engine, was anxious to sort out a serious understeer problem that had developed.

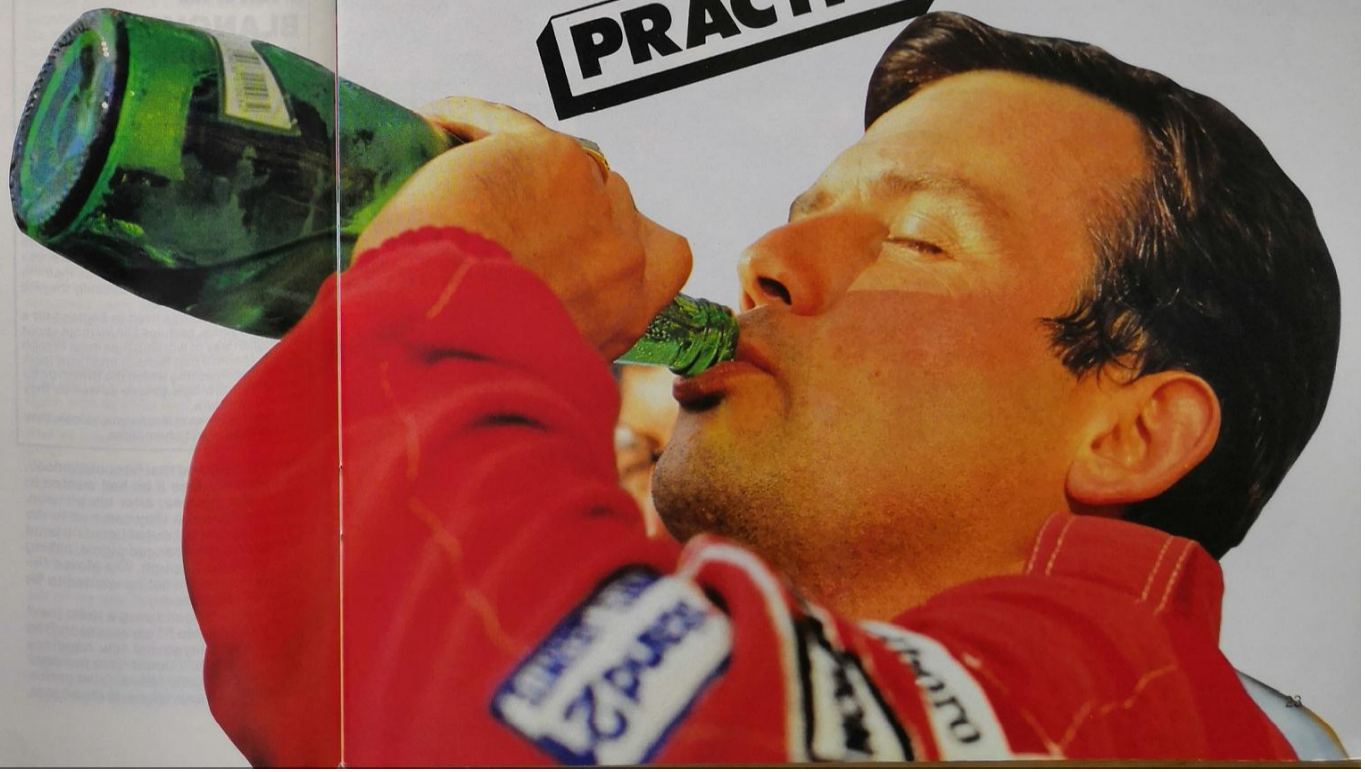
An important improvement had been made by Lotus with Mansell's car. Careful examination by Pirelli of their tyres suggested that they had been insufficiently cured, so arrangements were made for them to be "double baked" overnight in Johannesburg, with useful results. Some minor car problems, however, prevented de Angelis from making a similar leap forward.

At McLaren, all was gloom. Lauda's car, mysteriously, was slower on soft rubber than on race tyres, while Watson — using a revised engine fitted overnight — had a catalogue of troubles. Among these was the now familiar one of reluctant starting, followed by a water leak, a near-miss with Rosberg and Winkelhock as they banged wheels just in front of him, and then a long stop to investigate a hesitation in the engine's acceleration.

At the back of the field, though, there was jubilation at March as Kenny Acheson qualified 24th fastest despite a transmission problem which sidelined him in the final session. He was appreciably quicker than the two overheating Osellas, which were only saved from exclusion under the "110 per cent" qualifying rule after a pit lane petition had been signed by the other teams.

For Patrick Tambay there were mixed feelings: joy at having vindicated himself on the eve of his departure from Ferrari, contrasting with the sick feeling of being flung out of a team to which he had given everything. His mechanics had painted "Viva Tambay" on the inside of their garage door in defiance of the hated Piccinini, and Patrick acknowledged their support by sharing the $3000 prize for pole position among them. As he was interviewed by a TV crew soon afterwards, the words dried up and he had to walk away to hide the choking in his throat...

Mike Doodson



THE RACE

Heat and Dust. The great confrontation at Kyalami turned out a runaway for the Brabhams as Renault and Ferrari faded into lost hopes and more disappointment. Patrese's victory was double: he supported his team-mate's championship chances tenaciously and won the race with intelligence and sportsmanship.

by Keith Botsford

THE RACE

1. Taking advantage of Tambay's slowish start, Piquet leaps ahead under the protective eye of Patrese. The Brazilian is immediately able to take full advantage of the light weight of his car, which is carrying very little fuel, to show a clean pair of heels to his rivals. Before his (early) fuel stop on lap 28, the pulls out a 30 second advantage. (photo: First Line; spread on previous pages: Asset)

2. With the two Brabham-BMWs firmly in control, there's a skirmish over 3rd place between Prost and Lauda: the Renault holds it from laps 12 to 17 until the McLaren goes ahead. From this point on, the Austrian is a strong candidate for a top three finish, confirming his fastest time in the morning's warm-up. (photo: First Line)

3. Piquet continues to pull ahead at a dizzy speed. When he comes in on lap 28 (of the race's allotted 77) for fuel and tyres, the operation is so slick that he's still leading when he returns to the track. This shot, taken on lap 30, shows him leading the warring duo of Patrese and Lauda. Niki pit-stopped on lap 33, Riccardo on lap 46. (photo: First Line)

4. Knowing that his Renault isn't in the same league here as either of the Brabhams, Prost must hope that Piquet will retire if France is to have its first world title. On lap 33, trailing Lauda and lying 4th, his engine blows a turbo. He had led the championship points since Spa, nine races ago, but he succumbed in the very last round. (photo: DPPI)

For a race that was so decisive and put paid to so many hopes and confirmed Nelson Piquet as the 1983 champion, the South Africa Grand Prix took on a life of its own quite early, and that vital spark did not include either Alain Prost or René Arnoux. Thus, what had been expected to be a showdown battle for the title wound up for some as the whimperings of wounded pussy-cats. To Piquet, the elation; to Prost and Arnoux the miseries of close but not quite good enough.

That Prost would be in some difficulty we knew from the make-up of the grid. Tambay, with his own scores to settle at Ferrari, was proudly up front. Behind him, Alain's way was blocked by the two Brabhams of Piquet and Patrese and then by his arch-rival, René Arnoux. As if that wasn't bad enough, just behind him were some redoubtable starters: Rosberg, Mansell and, after Winkelhock, de Cesaris. Not a comfortable sight, either ahead or behind. But just how great his difficulty would be was soon made evident: Piquet and Patrese, following their game plan, whereby Piquet would make a flying start, get clear and leave Patrese to protect his rear, took off at such a rate that in no time at all there were five, six and then seven seconds beteen leaders and pursuers. As both the Brabhams and the Renaults had started out on identical tyres, hard compounds on the left, soft on the right (Lauda went out on softs all around), excuses were not going to be easy to come by. Thus, despite a good start, Prost was fifth at the end of the first lap, and Arnoux, the other contender, had dropped back to seventh: first he suffered from a slow puncture on his left front tyre and then his engine lost power until, coming into the pits, it cut out altogether. Two other ancients of the sport had meanwhile had problems of their own: Watson's car would not start for the warm-up lap and in his haste to rejoin the pack, he overtook and was disqualified; and Jacques Laffite, pressed to the outside by Cheever, with whom he was distinctly peeved, went off into the catchfencing at Crowthorne.

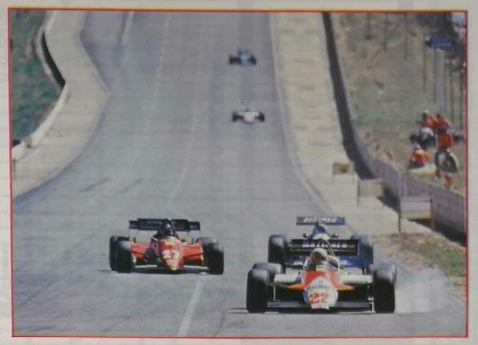
Cheever had had his engine changed since the morning session, but that was less of a feat than the Williams mechanics did in changing Rosberg's complex Honda in a little under two hours: and that after what looked like twenty minutes of just staring at it, wondering how to start the job. Their success was to give Rosberg, suffering again from his mysterious liver complaint, the first two points for the new engine: not bad for a first race.

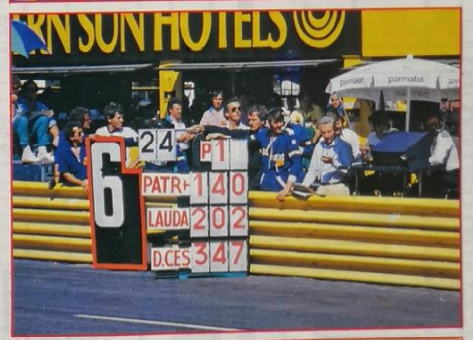
Though it was soon clear that Piquet — if he lasted — had the championship in his pocket, the turning point came on lap 35 when Prost made an early pit stop. He was losing power, the engine was sputtering and an unidentified turbo problem took the blame. Thus, after the refuelling stops, we found ourselves with the two Brabhams firmly in the lead, Arnoux and Prost out and a resurgent Niki Lauda taking up the running. Twelfth on the grid (but fastest in the morning warm-up), Niki was ninth on lap two, sixth by lap six and blew by the faltering Prost on lap 18. Behind Niki, Tambay and de Cesaris were having a private battle, one which Andrea won, with Tambay dropping out, with engine problems, on lap 57. Lauda's gallant race — as Piquet slowed down in the closing stages, Lauda blew by — ended on lap 72, just five laps from the end, with a trivial electrical fault in the TAG engine.

Lauda's misfortune played nicely into the hands of Toleman driver Derek Warwick, whose four consecutive end-of-season scores in the points are largely due to the hard work of engine builder Brian Hart and British turbo makers Holset. Warwick finished 4th, last man not to have been lapped by the winning Brabham-BMW. Fifth, in spite of suspected overheating, was our own Keke Rosberg. It was an astonishing performance by the Williams team and Honda, who threaten to be a very serious threat in next year's championship.

With the Lotuses both in deep trouble, Giacomelli on fire, and Danny Sullivan first of the atmospherics, the race ended in a notable and sporting victory for Riccardo Patrese, the much-maligned. Having protected Piquet's championship, scrupulously observed sound tactics and stubbornly fought off every challenge, Riccardo deserved to win. For Piquet, it was a serene ending to an intelligent race and a hard-fought, up-and-down championship. Renault and Brabham mechanics swopped shirts and as Nelson said 'incredible!' climbing up to the podium, his mechanics in that happy team were already applying the Number One to his car.

Keith Botsford





THE RACE

5. With all scheduled pit stops completed, Piquet leads lap 47 ahead of Patrese and Lauda. Behind them, braking as hard and as late as he dares, de Cesaris has been trying to find a way past Tambay's Ferrari right from the first lap. Patrick's engine, alas, blows up on lap 57, just as Arnoux's had done on lap 10. (photo: Asset)

6. Lap 57 at Leeukop (Westband) corner: a turbo fails on the Hart engine of Giacomelli's Toleman, starting a lively blaze around the back of the Italian's car. Bruno was running 12th at the time, while his team mate Warwick was doing rather better nearer the front. The Englishman went on to take 4th place, completing a splendid end-of-season run by the budget British turbocars. (photo: First Line)

7. Piquet has turned down the boost pressure after the halfway mark and is going on a high speed economy run. With his pit keeping him fully informed of the situation, he permits himself to be passed first by Patrese (lap 60) and then by Lauda (lap 69). The Austrian's retirement briefly returns him to 2nd place, which he deliberately yields to de Cesaris, and finishes a satisfied 3rd. (photo: DPPI)

8. Patrese wins, de Cesaris is 2nd, Piquet 3rd. The Brazilian pockets four points and takes the world drivers' championship with two points more than Prost, 59 to 57. It is a second title to add to the one he took at Vegas in 1981, while the BMW turbo engine shares the glory in this, only its second season of F1 racing. (photo: Asset)

Kyalami statistics

SOUTH AFRICAN GRAND PRIX

Date: 15 October 1983
Circuit: Kyalami
Circuit length: 4.10 kms, 2.55 miles
Race distance: 77 laps, 316.01 kms, 196.36 miles
Weather: Sunny and hot
Race attendance: 83,000

RECENT WINNERS

1978 : Peterson (Lotus)
1979 : Villeneuve (Ferrari)
1980 : Arnoux (Renault)
1981 : Reutemann (Williams)
1982 : Prost (Renault)

STARTING GRID

Tambay Ferrari 126C3 1'06"554 (1)	Piquet Brabham BT52-BMW 1'06"792 (1)
Patrese Brabham BT52-BMW 1'07"001 (2)	Arnoux Ferrari 126C3 1'07"105 (2)
Prost Renault RE40 1'07"186 (1)	Rosberg Williams FW09-Honda 1'07"256 (1)
Mansell Lotus 94T-Renault 1'07"643 (2)	Winkelhock ATS D6-BMW 1'07"682 (2)
De Cesaris Alfa Romeo 183T 1'07"759 (2)	Laffite Williams FW09-Honda 1'07"931 (1)
De Angelis Lotus 94T-Renault 1'07"937 (1)	Lauda McLaren MP4/1E-TAG 1'07"974 (1)
Warwick Toleman TG183B-Hart 1'08"061 (1)	Cheever Renault RE40 1'08"069 (1)
Watson McLaren MP4/1E-TAG 1'08"328 (1)	Giacomelli Toleman TG183B-Hart 1'08"350 (1)
Baldi Alfa Romeo 183T 1'08"628 (2)	Alboreto Tyrrell 012-Cosworth 1'11"096 (1)
Sullivan Tyrrell 012-Cosworth 1'11"382 (2)	Boutsen Arrows A6-Cosworth 1'11"658 (2)
Jarier Ligier JS21-Cosworth 1'12"017 (1)	Surer Arrows A6-Cosworth 1'12"049 (2)
Boesel Ligier JS21-Cosworth 1'12"745 (1)	Acheson March RAM 01-Cosworth 1'13"352 (1)
Fabi Osella FA1E-Alfa Romeo 1'13"656 (2)	Ghinzani Osella FA1E-Alfa Romeo 1'14"903 (1)

Note: Fabi and Ghinzani failed to qualify within 10 per cent of the pole position time. They were permitted to start the race after the other teams had agreed unanimously to the concession.

WORLD CHAMPIONSHIP OF DRIVERS

(After the Brazilian, Long Beach, French, San Marino, Monaco, Belgian, Detroit, Canadian, British, German, Austrian, Dutch, Italian, European (Brands Hatch) and South African Grands Prix.)

																Total
1. Piquet	9	—	6	—	6	3	3	—	6	—	4	—	9	9	4	59
2. Prost	—	—	9	6	4	9	—	2	9	3	9	—	—	6	—	57
3. Arnoux	—	4	—	4	—	—	—	9	2	9	6	9	6	—	—	49
4. Tambay	2	—	3	9	3	6	—	4	4	—	—	6	3	—	—	40
5. Rosberg	—	—	2	3	9	2	6	3	—	—	—	—	—	—	2	27
6. Watson	—	9	—	2	—	—	4	1	—	2	—	4	—	—	—	22
7. Cheever	—	—	4	—	—	4	—	6	—	—	3	—	4	—	1	22
8. De Cesaris	—	—	—	—	—	—	—	—	—	6	—	—	—	3	6	15
9. Patrese	—	—	—	—	—	—	—	—	—	4	—	—	—	—	9	13
10. Lauda	4	6	—	—	—	—	—	1	—	1	—	—	—	—	—	12
11. Laffite	3	3	1	—	—	1	2	—	—	1	—	—	—	—	—	11
12. Alboreto	—	—	—	—	—	—	9	—	—	—	—	1	—	—	—	10
13. Mansell	—	—	—	—	—	—	1	—	3	—	2	—	—	4	—	10
14. Warwick	—	—	—	—	—	—	—	—	—	—	—	3	1	2	3	9
15. Surer	1	2	—	1	—	—	—	—	—	—	—	—	—	—	—	4
16. Baldi	—	—	—	—	1	—	—	—	—	—	—	2	—	—	—	3
17. De Angelis	—	—	—	—	—	—	—	—	—	—	—	—	2	—	—	2
Sullivan	—	—	—	—	2	—	—	—	—	—	—	—	—	1	—	2
19. Giacomelli	—	1	—	—	—	—	—	—	—	—	—	—	—	—	—	1
Cecotto	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	1

RESULT

1. Patrese/Brabham BT52-BMW, 77 laps, 316.01 km (196.36 miles) in 1 hr 33 m 25.708 s., average speed 202.94 km/h (126.10 mph).

2. De Cesaris	Alfa Romeo 183T	9"32 behind
3. Piquet	Brabham BT52-BMW	21"97 behind
4. Warwick	Toleman TG183B-Hart	1 lap behind
5. Rosberg	Williams FW09-Honda	1 lap behind
6. Cheever	Renault RE40	1 lap behind
7. Sullivan	Tyrrell 012-Cosworth	2 laps behind
8. Surer	Arrows A6-Cosworth	2 laps behind
9. Boutsen	Arrows A6-Cosworth	3 laps behind
10. Jarier	Ligier JS21-Cosworth	4 laps behind
11. Lauda*	McLaren MP4/1E-TAG Porsche	6 laps behind
12. Acheson	RAM March 01-Cosworth	6 laps behind

* Not running at finish (electrical failure)

Still running at finish but not classified (90 per cent rule):

Mansell	Lotus 94T-Renault	9 laps behind
Boesel	Ligier JS21-Cosworth	11 laps behind

Fastest lap: Piquet/Brabham BT52-BMW, on lap 6, in 1'09"95 (211.22 km/h, 131.21 mph).

KYALAMI

WORLD CHAMPIONSHIP OF F1 CONSTRUCTORS

1. Ferrari 89 pts ; 2. Renault 79 pts ; 3. Brabham 72 pts ; 4. Williams 38 pts ; 5. McLaren 34 pts ; 6. Alfa Romeo 18 pts ; 7. Lotus and Tyrrell 12 pts ; 9. Toleman 10 pts ; 10. Arrows 4 pts ; 11. Theodore 1 pt.

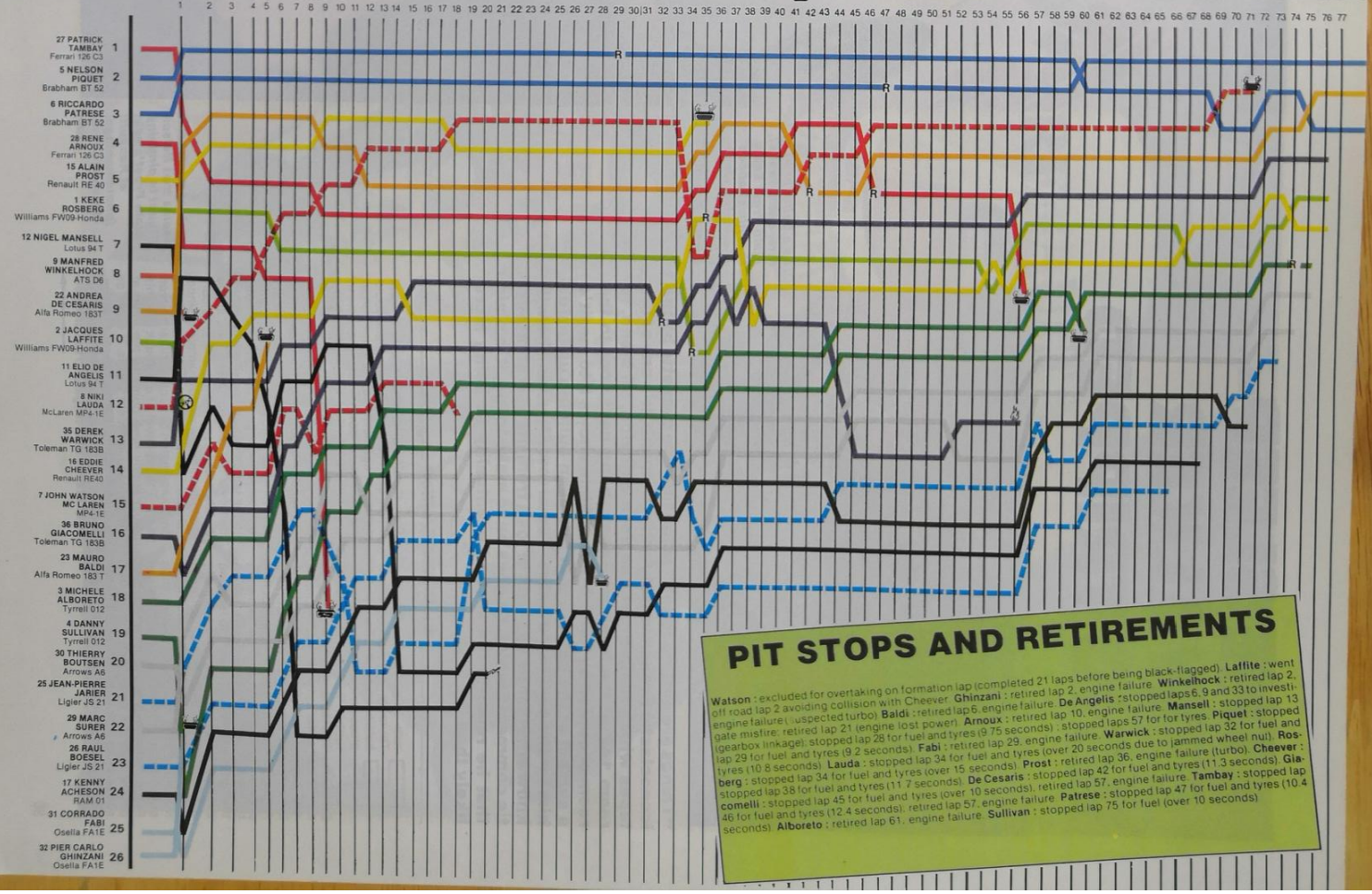
PRACTICE TIMES

	Unofficial practice 1	Official practice 1	Unofficial practice 2	Official practice 2	Warm-up Saturday
1. Rosberg	1'07"727	**1'07"256**	1'10"231	1'07"344	1'11"976
2. Laffite	1'10"106	**1'07"931**	1'11"510	1'08"652	1'11"843
3. Alboreto	1'11"695	**1'11"096**	1'12"449	1'11"284	1'13"962
4. Sullivan	1'12"273	1'11"750	1'12"647	**1'11"382**	1'13"734
5. Piquet	1'07"293	**1'06"792**	1'06"951	1'06"821	1'09"792
6. Patrese	1'10"517	1'08"181	1'06"983	**1'07"001**	1'09"645
7. Watson	1'08"884	**1'08"328**	1'10"406	1'10"635	— — —
8. Lauda	1'08"238	**1'07"974**	1'09"130	1'08"587	1'09"504
9. Winkelhock	1'09"032	1'07"726	1'10"484	**1'07"682**	1'12"064
11. De Angelis	1'09"136	**1'07"937**	1'07"811	1'07"980	1'11"352
12. Mansell	1'08"092	1'09"443	1'08"574	**1'07"643**	1'11"194
15. Prost	1'08"276	**1'07"186**	1'08"192	1'08"136	1'10"162
16. Cheever	1'09"355	**1'08"069**	1'09"263	1'08"360	1'11"685
17. Acheson	1'13"484	**1'13"352**	1'16"127	— — —	1'17"399
22. De Cesaris	1'08"998	1'08"970	1'08"676	**1'07"759**	1'10"660
23. Baldi	1'09"964	1'09"364	1'10"002	**1'08"628**	1'12"096
25. Jarier	1'12"012	**1'12"017**	1'13"300	1'12"538	1'14"785
26. Boesel	1'13"496	**1'12"745**	1'13"596	1'13"330	1'15"162
27. Tambay	1'09"873	**1'06"554**	1'07"410	1'07"029	1'10"787
28. Arnoux	1'07"525	1'07"222	1'09"268	**1'07"105**	1'11"389
29. Surer	1'12"879	1'12"309	1'13"657	**1'12"049**	1'15"379
30. Boutsen	1'12"103	1'11"988	1'14"325	**1'11"658**	1'15"320
31. Fabi	1'15"174	1'14"483	1'15"121	**1'13"656**	1'16"202
32. Ghinzani	1'15"458	**1'14"903**	1'16"237	1'15"503	1'16"796
35. Warwick	1'07"846	**1'08"061**	1'10"987	1'08"301	1'11"139
36. Giacomelli	1'10"685	**1'08"350**	1'11"471	1'08"439	1'12"222

THEIR FASTEST RACE LAPS

Piquet	1'09"948 (06)
Lauda	1'10"634 (17)
Mansell	1'10"825 (60)
Patrese	1'10"848 (08)
Prost	1'11"166 (09)
Tambay	1'11"267 (07)
De Cesaris	1'11"401 (05)
Rosberg	1'11"656 (51)
Cheever	1'11"953 (06)
Giacomelli	1'12"058 (51)
Warwick	1'12"102 (11)
Arnoux	1'12"183 (06)
Baldi	1'12"686 (04)
De Angelis	1'12"709 (16)
Watson	1'13"194 (17)
Sullivan	1'13"494 (70)
Alboreto	1'13"507 (50)
Surer	1'14"489 (60)
Boutsen	1'15"100 (47)
Jarier	1'15"144 (18)
Boesel	1'15"886 (05)
Fabi	1'17"153 (08)
Acheson	1'17"212 (07)
Winkelhock	1'23"427 (01)
Laffite	1'24"689 (01)
Ghinzani	1'29"778 (01)

ap by lap - Giro per giro - Runde um runde - Tour par tour - Vuelta a vuelta - Ronde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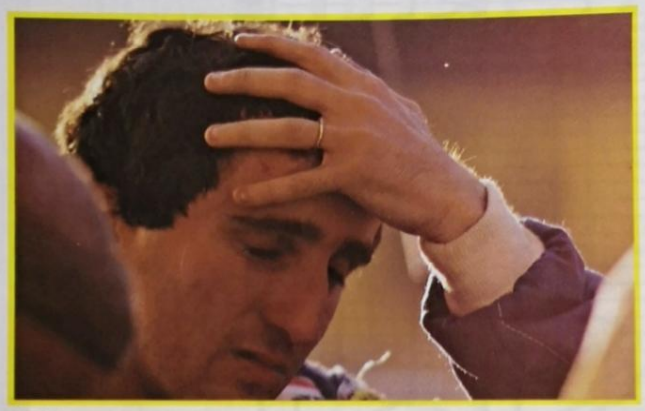
27 PATRICK TAMBAY Ferrari 126 C3 1
5 NELSON PIQUET Brabham BT 52 2
6 RICCARDO PATRESE Brabham BT 52 3
28 RENE ARNOUX Ferrari 126 C3 4
15 ALAIN PROST Renault RE 40 5
1 KEKE ROSBERG Williams FW09-Honda 6
12 NIGEL MANSELL Lotus 94 T 7
9 MANFRED WINKELHOCK ATS D6 8
22 ANDREA DE CESARIS Alfa Romeo 183T 9
2 JACQUES LAFFITE Williams FW09-Honda 10
11 ELIO DE ANGELIS Lotus 94 T 11
8 NIKI LAUDA McLaren MP4-1E 12
35 DEREK WARWICK Toleman TG 183B 13
16 EDDIE CHEEVER Renault RE40 14
7 JOHN WATSON MC LAREN MP4-1E 15
36 BRUNO GIACOMELLI Toleman TG 183B 16
23 MAURO BALDI Alfa Romeo 183 T 17
3 MICHELE ALBORETO Tyrrell 012 18
4 DANNY SULLIVAN Tyrrell 012 19
30 THIERRY BOUTSEN Arrows A6 20
25 JEAN-PIERRE JARIER Ligier JS 21 21
29 MARC SURER Arrows A6 22
26 RAUL BOESEL Ligier JS 21 23
17 KENNY ACHESON RAM 01 24
31 CORRADO FABI Osella FA1E 25
32 PIER CARLO GHINZANI Osella FA1E 26
R

PIT STOPS AND RETIREMENTS

Watson : excluded for overtaking on formation lap (completed 21 laps before being black-flagged). **Laffite :** went off road lap 2 avoiding collision with Cheever. **Ghinzani :** retired lap 2, engine failure. **Winkelhock :** retired lap 2, engine failure (suspected turbo). **Baldi :** retired lap 6, engine failure. **De Angelis :** stopped laps 6, 9 and 33 to investigate misfire; retired lap 21 (engine lost power). **Arnoux :** retired lap 10, engine failure. **Mansell :** stopped lap 13 (gearbox linkage); stopped lap 28 for fuel and tyres (9.75 seconds) ; stopped laps 57 for for tyres. **Piquet :** stopped lap 29 for fuel and tyres (9.2 seconds). **Fabi :** retired lap 29, engine failure. **Warwick :** stopped lap 32 for fuel and tyres (10.8 seconds). **Lauda :** stopped lap 34 for fuel and tyres (over 15 seconds). **Prost :** retired lap 36, engine failure (11.3 seconds). **Giaberg :** stopped lap 38 for fuel and tyres (11.7 seconds). **De Cesaris :** stopped lap 42 for fuel and tyres (11.3 seconds). **Tambay :** stopped lap 45 for fuel and tyres (over 10 seconds). retired lap 57, engine failure. **Patrese :** stopped lap 47 for fuel and tyres (10.4 seconds). **Alboreto :** retired lap 61, engine failure. **Sullivan :** stopped lap 75 for fuel (over 10 seconds)

THE SLEEP-WALKER WHO TRIPPED



As a believer in fate, and a realist, Alain Prost knew that his chances of winning were slim. (photo: Asset)

"Things are getting tough" is the title of a cassette by the iconoclastic French variety artist Coluche. It's one of the tapes which Alain Prost has been enjoying, all alone, in room 142 at the Kyalami Ranch, bang next door to the room occupied by René Arnoux. Alain shows it to me: it's a symbol of the tension that has been building up inside him for the past few months. Tomorrow afternoon he will know whether he has won or lost: from the sort of fatalistic comments which he goes on to make to me, it is plain that he regards the second eventuality as being more likely than the first.

by Didier Braillon

From third fastest time on Thursday, by Friday afternoon he's been pushed back to 5th place on the grid. On the same rubber, he's way behind the Brabhams. The Renault seems to run into a brick wall as far as top speed is concerned, and it's an important factor at Kyalami: the only thing which will see off the Anglo-German opposition here is bullet-proof reliability. But Alain Prost is having to make do with a Renault RE40 in which the turbo engines don't want to respond at low revs, are reluctant to pull well and are constantly subject to misfires. In the race, by the time he's due to make his refuelling stop on lap 28 (earlier than anyone else in this 77 lap race), Nelson Piquet has already pulled out what racing people call "a nice cushion:" a 38.5 second gap which only serves to underline how vain were the hopes of the Régie Renault.

From the pit wall, to which his car's breakdown soon relegated him, Alain could only hope against hope that some sort of mechanical let-down would intervene to stop his Brazilian rival. It didn't. Going slower and slower — driving with such prudence that it bordered on the excessive — the eagle-eyed man with the hook nose allowed himself to be demoted to 3rd place. He trundled on to his title at a pace that can only be described as senatorial. In the happiness and relief which exploded over the Brabham/BMW pits at the finish, Alain was among the first to congratulate the new world champion. Sincerely, warmly: nothing to be ashamed about by being beaten by such a brilliant adversary. The prospect of a setback like this must surely have come to his mind at some stage in recent weeks. It came as a release to him. Before the race he seemed to be giving the final result less importance than he gave to the prospec-

→

Trick of the lens: it seems that Nelson Piquet is pinching Alain Prost's seat at Renault! (photomontage: Strebelle/First Line)

tive thrill of having staged a season-long campaign for a result which now depended on one race instead of 15.

It was a heavy role to play, but one that appealed to a man for whom the essential motivation is still to get into a racing car and to drive it balls-out. *"The situation is pretty tense,"* he agreed, *"and for me the hard work which we did over four days, in order to get my car handling as well as possible, has been fascinating. There's a marvellous atmosphere in the team itself, but there are some things that take some of the pleasure out of driving: my car is definitely restricted in its ability to race Nelson's on equal terms. There's a huge contingent of French journalists here, so it tends to get a bit boring to have to explain over and over exactly why we're 10 km/h down on the Brabhams in top speed. Having to do my work under these conditions can be a tricky business, but I've had to face up to it for a year and a half now. Everything that's happened during this period tends to spoil the enjoyment I get from driving. I'm particularly aware of it when I drive out of the pits, ready to start the race. That's the really delightful moment, because at last I'm able to be alone with myself, without being interrupted. There haven't been too many moments like that for me recently..."*

Alain first got to know Nelson Piquet on a personal level at the end of last year, when they were racing together in Australia *("he's just like Laffite, always relaxed and never letting anything get him down")*. Like Nelson, Alain does his best to keep his private life private. In the apartment where the Prosts live at Sainte-Croix over the Swiss border there is only simplicity, friendship and honesty, coupled with Alain's detestation of superficial behaviour.

"Switzerland is a country which has enabled me to live my professional and private lives in the tranquility that I need," he says. *"I like to get away from the outside world, and the Swiss have a deep respect for a man's private life. When you're well known in France you find that people want to take up your time, which is only to be expected I suppose. But they're also insanely jealous, which is terrible. At Saint Chamond (near Lyon), where I was born and where we lived until a few months ago, I was being spied on round the clock. That's what forced me to move here, away from my roots and my parents.*

"Somehow, being successful is something which doesn't go down too well in our country: the tax system proves it. Everybody knows it's true, but only a few dare to come out and admit it. My career as a Formula 1 driver isn't going to last for a particularly long time and I've never felt obliged to follow the national example. A bloke earns his money and he pays his taxes, but I refuse to cough up 80 per cent of my earnings to the goverment, which I have to do at present.

"I don't mind saying that I find it disgraceful that a man who works hard for his money shouldn't be allowed to take advantage of it, either to enable him to live comfortably or to invest it for the future. It's something which has become a political argument. Under these conditions, how can a man get himself really motivated to go out and fight for a win? The economic situation shows that we're all chasing Utopia anyway..."

Once coaxed away from the subject of economic politics, the "Professor" was equally voluble on the subject of "pressure," that proverbial but vital eve-of-race factor invented by certain journalists.

"Having to decide the world championship at the final race of the year obviously makes things a bit more tense than usual, but the tension is only a problem for the press. One journalist tells me that I look tired, another says that I'm looking radiant, and yet another tells me that I musn't crack under the pressure. All that in the space of a few minutes!

"Pressure comes from being obliged to perform on demand. At Zandvoort I was asked to give dozens of interviews before the race, and everybody agreed that I was taking things extremely calmly. I was calm, too, perhaps too much so, because if I'd been a bit less relaxed I might not have made the same mistake in the race.

"In fact the press likes to create its own image of a person: it doesn't make any difference whether it's true or not. There's nothing natural about Formula 1, and I can't stand all the artificiality. When I win a race I find there are stacks of people who want to take pictures of me next week at home. They insist on getting me into jogging clothes and going for a run; they want me to pose in the orchard picking apples or doing God knows what, without ever worrying whether or not those are the sort of things that I would normally do in my everyday life. I reject this sort of superficiality. As you may have guessed, I don't like journalists."

Alain Prost is easy to talk to, but he's still something of a mystery. Before the race he was fatalistic *("if I am to be world champion I will be. If I'm not, it won't be my fault")*, and he could not have been more relaxed.

He is also an inveterate sleepwalker, which had some interesting consequences at Zeltweg for Rita and Eddie Cheever when they woke up at three in the morning to discover Alain standing on the common balcony between their rooms, baying at the moon.

"I don't think it happens very often when I'm away racing, but I'm not really the one to judge, because unless someone wakes me up I don't remember anything about it! It's been going on since I was a kid. Nowadays I guess it happens fairly regularly, about once a week.

"I seem to be able to do anything when I'm sleep-walking: talk, walk, open doors in complete darkness without ever falling over or treading on anything. Sometimes I just wake up and find that I don't have the first idea of where I am. I can remember one of the first occasions, when I must have been about 13: I awoke to find that I had a toy gun in each hand, presumably to shoot someone who was wandering around in my sub-conscious. Apparently I used to shamble around the house, fast asleep, from the cellar to the loft, even inside rooms that I didn't like entering in daylight when I was fully awake. Once I dreamed that I was going downhill out of control, and I was pressing the brakes for all I was worth. Then I woke up and found that I had completely destroyed my bed."

He's a delightful person, this "Prostichon," easy to get to know as his confidence grows and you start to get his respect. At Kyalami, however, he was going through the personal drama of being, for the third consecutive year, one of the few contenders for the world championship.

"Struggling for three years in a row without relief is most unusual: it is no consolation when you meet yet another setback. But you musn't over-dramatise the situation. Becoming world champion is important but not a matter of life and death. It changes things for a month or two, but it doesn't make life any different. For me, it would be a relief to win it: if and when the objective which Renault and myself have set for ourselves has been achieved, we will be able to look more calmly at the future. But I don't mind personally, because I'm a bit of a masochist. I like problems, I enjoy chewing them over: I tend to get a bit disappointed when things are running perfectly. You may find that difficult to believe, but it's true. When everything is smooth, I get bored: it was like that before Zandvoort, too easy. I could have done with a few more hassles. It's a pity but that's the way I am: I was over-confident, I felt that I was going to win there, no problem."

Relaxing on his bed in room 142 at the Kyalami Ranch, a strange smile flickered over Prost's lips, the look of a fatalist who's trying to make out that he's a masochist. The real personality was revealed in a few words from him after the race, at last, was finished.

"Now that it's over I've got nothing to worry about for a while, so it's not worth discussing. I'm just thinking about next year. The superiority of the Brabham-BMWs here was eloquent testimony to wipe out any regrets we might have had. We were well beaten, not just by a few yards. Once again, I've learned a helluva lot this year." □

Pressure, according to Alain Prost, "is a load of people coming to see you who believe they know you." (photo: Asset; left: Asset)

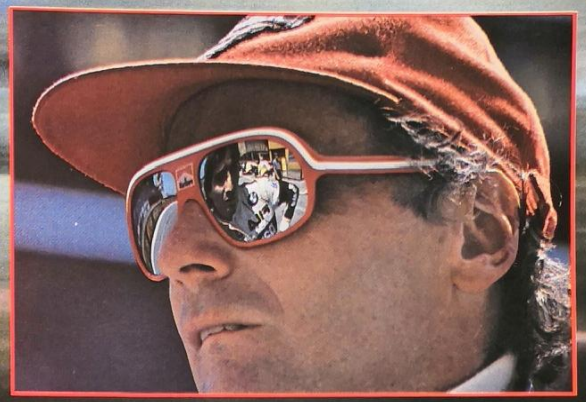
Friday evening: the race is tomorrow. Tonight, however, Alain and Nelson are the best of friends. (photo: Autopresse)

SHORT RACE

Having qualified in Keke Rosberg's car on Thursday, Jacques Laffite was back in his own brand new Honda-engined Williams FW09 on Friday. He qualified well, on the fifth row of the grid. Going into the second lap of the race he found himself sparring with the Renault RE40 of Eddie Cheever as they rushed toward the first corner, Crowthorne, at top speed. Holding the outside line on the left of the road, the unfortunate Laffite found, too late, that his rival had no intention of making any room for him, with the result that he was forced into the dirt just before the braking point. His last task in the race was to find some way of minimising the accident damage...
(photos: Asset & Strebelle/First Line).

IMPROVING FAST

The Kyalami race should have produced a second place for Niki Lauda, whose clairvoyant ability in choosing tyres is already a legend. Having hauled his McLaren-TAG/Porsche into a challenging position, the electrics failed with six laps left. (photos: Asset)



Lauda
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A GLADIATOR TAMED

Having taken a useful fourth place three weeks beforehand at Brands Hatch, Andrea de Cesaris raced hard and well to second position at Kyalami. He passed Nelson Piquet, who was taking things perhaps a bit too easy and was content to slip down the rankings to third place to save wear and tear. Andrea remains one of the sport's most strung-out personalities, as his facial tics still indicate, but he's taking advantage of his increasing experience: his South African showing was praiseworthy as he duelled long, hard and very fairly in successful confrontations with Alain Prost and Patrick Tambay. The spectators loved it! (photo: Asset)

A NEW ERA

Physically weakened by the liver complaint that has dogged him all year, Keke Rosberg left Kyalami for an extended holiday as a happy man. His turbocharged Williams-Honda, making a brilliant race debut, had scored two promising points.
(photos: Asset)

DARK FOREBODING

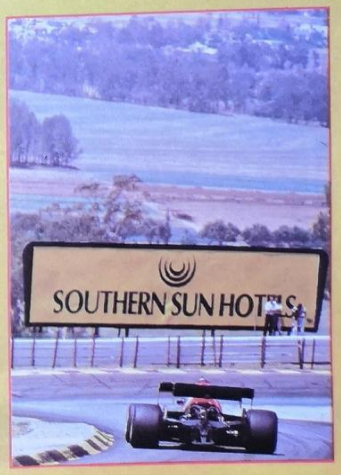
A race can sometimes be won or lost during practice, when a driver's ability to wrestle the very best from his car is put to the test. At Kyalami it was Renault's car which wasn't good enough to do the job, and there was nothing that a disconsolate Alain Prost could do to get on to equal terms with Nelson Piquet. When the quick laps were flashed up on the pit lane timing monitors, Alain was on the third row of the grid, way behind his Brazilian rival. (photo: Asset)

AGILE ZEBRA

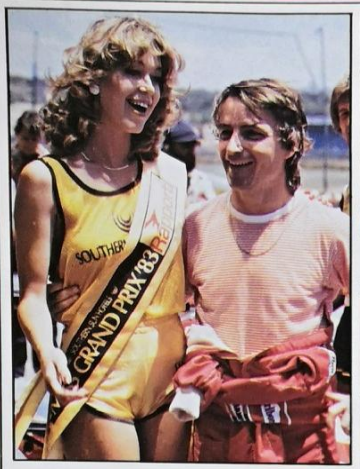
South Africa, land of enormous game reserves, saw the end of a long and frustrating empty period in Riccardo Patrese's career. Using his agility to its best advantage, the Brabham-BMW driver was able to fill his allotted role perfectly: he was designated to "ride shotgun" for his team mate Piquet and hold off the opposition while the leading Brabham pulled out as big a lead as possible. If necessary, Riccardo said, he would have stopped on the line to ensure that Nelson won the title. Instead, he won himself nine handsome points -- and he may be rewarded with a third year at Brabham.
(photos: Asset & Autopresse)

BACKWARD GLANCE

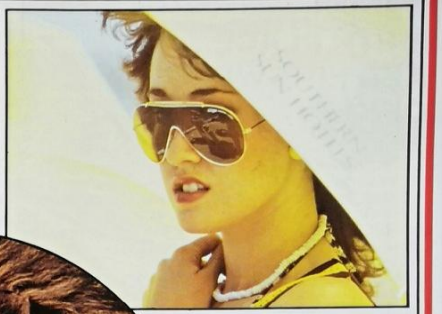
It seems that Patrick Tambay's race at Kyalami is to be his last as a member of the Ferrari team. The Commendatore's decision has not met with the unanimous approval of the men from the Scuderia, many of whom feel bitter regret that Tambay must go. Yet while there may be no 126 C3 for him next year, Patrick produced a stunning "goodbye" present by recording pole position time on the first day of qualifying. The heat of a Spring afternoon on the High Veld was just too much, alas, to enable him to lay on a similar demonstration in the race, in which his conventional tyres proved inferior to the rival company's radials.
(photos: Asset)



Postcard from Kyalami

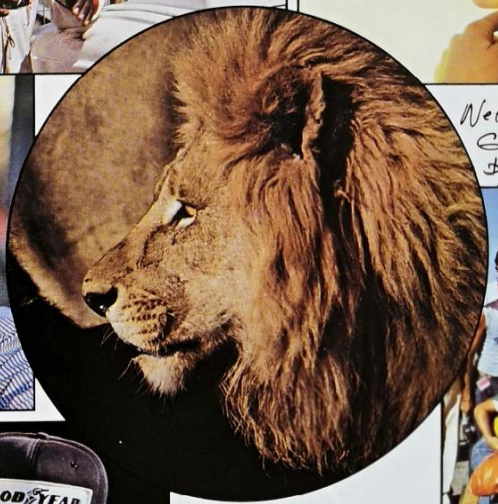


Riccardo window-shopping : March ? Osella ? Or...

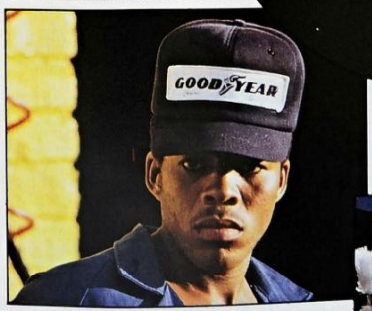


Nelson's brother Gerardo, supported by the Brabham guys

Rene likes birds with long legs

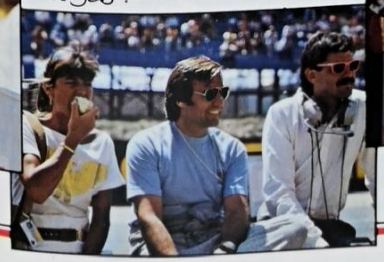


Ah, the comforts of life, down on the ranch



Racing mane-ia...?

Pironi was looking healthy, Reutemann for a job.



Look out Nelson, the frogs are on the warpath

Sylvia recruits a new member for Nelson's fan club...

EXTRA, EXTRA

FIFTH PLACE... AND FIVE WEEKS OFF

I've got two pieces of important news to announce in my last column of the year. First of all, our Honda-engined Williams turbocar is not only quick but also astonishingly reliable already. And secondly, my physical health is not as good as the Honda's at the moment, so I am taking a six-week pit stop and won't be back in action until the end of November.

First, the good news. We went to Kyalami in South Africa with one car that I had tested in England, plus a second, brand new, for Jacques Laffite. In spite of some minor problems, we qualified in 6th and 10th places on the grid. What's more, in the race I managed to pick up two world championship points for 5th place, which suggests that some of the other turbo teams are going to have serious competition from us next year. And if Eddie Cheever hadn't decided that the best way to beat Jacques was to push him off on the second lap, then we might have had two Williams-Hondas in the results.

My doctor had the bad medical news when I went back to England from my house in Ibiza, which is still full of builders. He told me that I was suffering from some kind of liver infection and instructed me to take some immediate rest. The problem is one that hit me earlier in the year: it makes you tired and listless after even quite light exercise. So, since I was planning to go to Mauritius with my girlfriend Sina immediately after the South African race, it looks as though we shall stay there for six weeks or so. I'm told that one of Mauritius's most delightful features is that the telephone service doesn't work too well...

Since the next two or three months are going to be extremely important to my promotional work and to the team, we have had to make some alternative arrangements. Jacques Laffite will be doing a large chunk of testing with the Honda-engined car, some of it in conjunction with Goodyear. We want to start the 1984 season with a well-sorted chassis/engine combination, and we want to be running the new radial-ply Goodyear tyres, so it grieves me that I shall not be joining the development programme until late.

As far as promotions are concerned, I have had to cancel lots of appointments that were made weeks and sometimes months ago. I offer my apologies to those who had been looking forward to seeing me. Austrian fans, however, will be able to see Nelson Piquet taking my place in the kart race which has been arranged for Austrian TV in Vienna.

The race at Kyalami was most enjoyable. Because of the misfire on Friday, in final qualifying, I hadn't been able to select a suitable set of tyres, and the warm-up session came to a sudden halt when we had our first major mechanical failure with the Honda engine. Because of this we ran on hard tyres, until the refuelling stops, and the car wasn't handling too well.

By the time my pit stop was due I was getting worried about an overheating problem. I came into the pits, had the tyres changed (this time they put a soft tyre on the left rear), and tried to tell the engineers that there was something wrong with the engine, in case they wanted me to stop for an investigation.

Instead they hustled me back into the race. I suspect that some rubbish had found its way into the intercooler intake, causing the overheating, because the ignition tried to cut as if the electronic microprocessor wanted to protect the engine. With my engine cutting in and then cutting out I must have given the impression that I was trying to race Nelson, who had lapped me. In fact I did my very best to stay out of his way as he rushed on to a spectacular second world championship.

As the outgoing world champion I would like to offer my congratulations to Nelson and my sympathy to Alain Prost. In the final analysis it seems that everyone has decided that Nelson had the better car, but both he and Alain have shown championship-winning form this year. Next year, with our super new Anglo-Japanese car, and hopefully with my health restored, I look forward to giving them both a run for their money.

Keke Rosberg

TEAMWORK

The winners were on their way to the podium. Below them a mass of spectators had found their way over the barriers and were besieging the pits as they cried the name of Piquet, world champion. Balanced precariously on the top step, his face split wide in a joyful grin, the winner of the race was also applauding his team mate.

But Riccardo Patrese needed this win after the past nine frustrating months. He had re-established himself, scoring his second GP win an agonising 17 monts after the first, at Monaco, last year. Where better for it to happen than here, on the same South African track where he had come so close to giving Arrows a victory in 1978, before a transmission failure let him down within 14 laps of the finish?

This shy and sometimes introverted driver had re-established himself, driving with the sort of restraint and discipline which has not always been his style. *"Everything went perfectly: car, engine and tyres. We had agreed to let Nelson get away right from the beginning. He was carrying very little fuel, so my job was to stay behind and try to make things difficult if any of his rivals happened to get any ideas of chasing him."*

It was a responsible job which the man from Genoa accepted enthusiastically. For all his quietness, Riccardo remains a rugged individualist. He could have decided not to co-operate, although that would have sealed his fate as far as staying with Brabham for 1984 was concerned. But he had done it before, at Monza, where he informed Nelson of his intention to try and win the race, regardless of its importance to Nelson.

Before this race there remained doubts about Patrese's ability to keep everything together in a race. There had been the blunder at Imola, where he spun out barely one lap after he'd taken the lead from Tambay. There had also been the question of a pile of broken motors, although some of them had been "development" units, fitted to Riccardo's car deliberately in order to provide BMW engine wizard Paul Rosche with instant information about his latest tweaks.

"In the first half of the race everything went exactly as we had anticipated: Nelson was able to put Prost exactly where he wanted him. After the pit stops were completed I had been told that I could assess the situation. If Nelson was safely in the first three places, then I could think about looking after myself.

"When he started to slow I was winding him in at two seconds a lap. I pulled alongside him coming on to the long straight and made a signal. He waved me on: he was happy to let me go, so I did. I was able to reduce the boost, like Nelson was doing, but I watched the pit signals very carefully. If Nelson had dropped lower than fourth place, I was ready to stop completely so that he could move up into a higher point scoring position."

It remains to be seen whether this is a new Patrese. He has collaborated well in the second year of their relationship with Nelson, who didn't see the Monza incident too seriously (*"at least Riccardo had the decency to come and warn me what he would do."*)

Will Patrese stay with the team? He was the obvious man to ask, so we did. *"I wasn't really worried about it before this race,"* he said confidently. *"Now, after winning, I'm even less worried."*

Didier Braillon

EXTRA, EXTRA

THE ACHILLES HEEL

His name is Kevin Tutty, he has red hair, a red beard and a heavily freckled face. He is a marshal and was stationed at Clubhouse when, as he says, René Arnoux's car was *"taking the curve and showing a bit of smoke."* The voice is flat, the image literal, unemotional: *"He stopped at the entrance of the curve and two of us went to help him. When we got there, he was already out of the car and we asked him if he'd mind getting back into the car to help steer it for us while we got it out of the way..."*

Cut to the Ferrari garage on Thursday afternoon. A hot morning has given way to a hotter midday; but a heavy bank of black clouds is building up to the West: which the farmers pray for after months of drought, and drivers don't, who have hopes — however remote — of a championship. The Ferrari garage is hot; and also cloudy. In one part of the garage are the cars; in the other, a belated lunch. And on the concrete ridge between the two parts, René sits, a trouser leg rolled up on white skin (everyone else's is brown or scarlet) and his ankle in a zinc bucket in which the ice has already melted. His right ankle is visibly swollen, and René is staring, crestfallen, into the bucket, as though the bucket or the iced water could answer the question uppermost in his mind: will it be allright? Have I still got a chance?

The saucer eyes, the unruly shock of blond hair plastered down with sweat and pain, the mouth pressed tight in refusal to answer his own or anyone else's questions, say no, it will not be allright.

Cut back to Kevin Tutty: *"... With that, he went to the car, took the steering wheel in one hand and the rollbar in the other and started pushing with us..."* By then there were three marshals pushing the car backwards up the slope, with René between them, *"... and that was when the front wheel touched the back of his heel."*

Patrick Tambay comes back into the Ferrari garage. The underside of his eyes is black, like one of those American footballers with kohl, no glint. Patrick has just taken pole and his helmet is tucked under his arm. He steps across the dividing line, past his team-mate, and does not even look down, or say a word. Past Arnoux, he says to Mauro Forghieri, *"If the engine and the tyres and the car stay like today, Saturday will be a cakewalk. Une promenade."* If René hears him, he shows no sign. Neither Forghieri nor Piccinini nor anyone else says a word to him. He is being tended by Pierre Baleydier, the Renault physiotherapist. Yes, it does hurt. René is now down to striped briefs and a gold chain around his neck. He answers his first question: *"A wire went on the instrument panel, it was a short-circuit."*

Says Tutty: *"He said in broken English, 'My foot! My foot!' and lay back on the side pod. Then he stood up and steered the car for us. We wanted to save him work and just get the car behind the armco, but he kept on saying, 'No, no, you're crazy, all the way back, this car is worth more than my life!'"*

Later in the afternoon, René is back at the Kyalami Ranch, having been checked out in the hospital. Nothing is broken. He limps, but he says, *"I'll be allright."* Behind him now is Marco Piccinini, a man to whom if you asked the time of day would say, yes it probably is five o'clock, but it could be five past or five to, depending on how you looked at it. Ask him about René's ankle or heel and he says it is both good and bad, it may be better or it may be worse. There is Tambay, too, and he says: *"It is hard enough driving when you are 100 percent..."* There's not a huge amount of love going begging at Ferrari these days.

You might think that had put the stamp of defeat on René, but that is to count without some of the doughtier aspects of the man, which include an implacable belief in himself. After all, that he became a force at all in the championship was something of an anomaly: two third places was all he had to show until Montreal, as against his team-mate Tambay's 23 points. At Maranello, Patrick was the golden boy, heir to Villeneuve; and in the same place, Arnoux was a sort of wild man, very quick in practice, very brave in the race, but dumb. Maybe not quite a gent.

After Canada, it all veered the opposite way: fifth at Silverstone, a win in Germany, a second place in Austria, another victory in Holland, another second place at Monza — what a run! What was more, the man changed, as drivers do when suddenly confidence comes flowing in. He didn't overnight become a great brain, but he began to be susceptible to reason, to caution; he learned to pace himself and his car, to understand race tactics. Perhaps the pressure of being a potential winner got to him, for at Brands Hatch, nothing: no grip, a spin and two pit-stops did him in.

To Friday, then. René is limping heavily: there is the weight on him of that very slender chance of winning the title, and that other weight, of the injury to his foot. He was still limping: and trying to make sure it wasn't too noticeable. Astonishingly enough, in spite of his difficulties, he still made it up to the same fourth place he had held on Thursday. That relaxed him up a bit. But of course the press was after him: in cold blood. For a certain amount of bitterness was oozing out of Patrick Tambay, and oozing in Arnoux's direction. *"I can understand how Patrick feels,"* said Arnoux, *"and I certainly don't expect any favours from him when it comes to the race. Whatever I can do, I shall have to do for myself."*

True enough, for the scission in the Ferrari camp was clear. It was Forghieri vs. Piccinini, it was not just Patrick's mechanics, but most of the Ferrari infrastructure that wanted Patrick to stay: not that they were against René — he was, after all, one of them, and Patrick was pretty lofty — but because they thought Tambay had been treated like dirt.

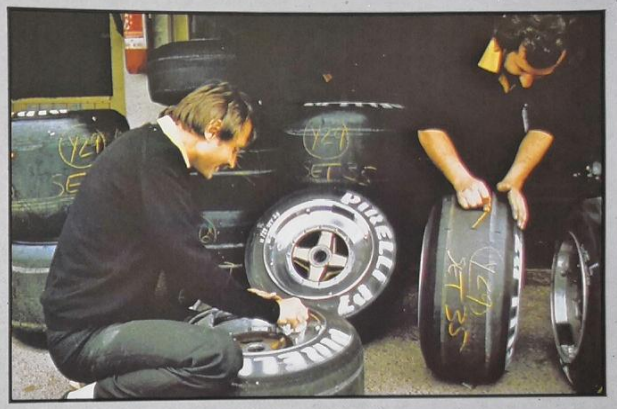
And on that Friday, if you talked to Patrick, he was icy cool about the whole operation: *"I'm not going to take anything away from someone else, but I'm not a racing driver to make it easier for someone else to win."* Then he showed a sun-burned forehead and drew a finger across it: *"It's not 'bloody fool' you see written there!"* Indeed it wasn't, a point Patrick made evident by keeping the pole position he had won the day before.

Saturday, the last day of the 1983 season, was René's shortest day. After the warm-up, he was all good cheer. Which didn't mean the problems had gone away. Starting from the second row, René was quickly overtaken, as was Tambay, by the flying Brabhams. But where Tambay was able to hold on to third place for a while, René had already fallen behind Prost and Rosberg: *"I had something like a very slow leak from my left front tyre,"* he said afterwards, *"and the car grew more and more difficult to handle, particularly on this circuit. But even if the tyres had been perfect, I didn't stand a chance. No Ferrari did. The Brabhams were simply incomparably superior. But even taking that into account, I knew I was finished from the very first lap: the engine simply wasn't pulling as it should have, I was down, down, down on power, and when I came into the pits, it was after a very slow lap: I no sooner got into the pit-lane than the engine just died on me."*

It was a sad little scene. René sat in the car a few seconds, with Forghieri looking down into his cockpit and then back at the engine. Then he gave a little shrug of his shoulders, René got out, the car was wheeled away and all that was left of René's ambitions, his hopes, his season, was a neat little pile by the spot where his left front wheel had been. It consisted of a helmet, a pair of gloves and a lot of shattered hopes.

Keith Botsford

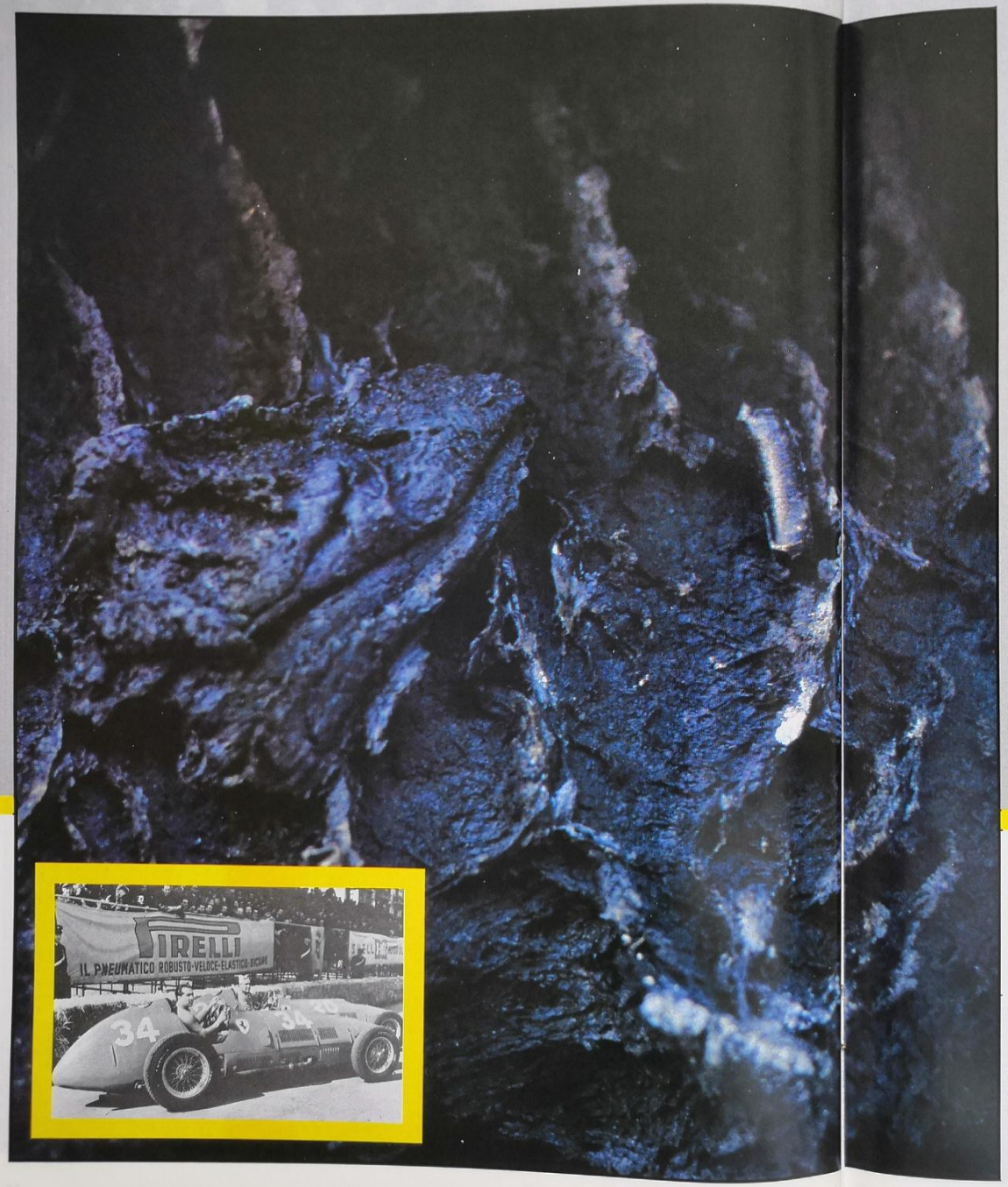
ROUND, BLACK AND SECRET



Round, black and with the maker's name in white letters. Obviously there's more to a tyre than just that. The Pirelli engineers are engaged in continual research. (photo: Pirelli)

Getting in there may be like squeezing into Fort Knox armed only with a dull screwdriver, but once inside, Pirelli's men show they are pragmatic, steady and have made a habit of winning. Their return to F1 is a story of laboured progress, but they have no intention of going down in history as losers.

by Keith Botsford



Whether it's destined for a splendid 4.5-litre Ferrari of the type raced by Alberto Ascari (foreground), or a bang up-to-date turbocar, the life of a racing tyre has always started with raw, black rubber. (photo: Asset)

We originally received a telex from a Pirelli PR man pointing out, as Pirelli returned to F1, that in fact Pirelli had the longest history in motor racing of any tyre company. The fact that the telex included a Latin quote endeared the PR man to us and we decided that it was worth doing an article on a tyre company. After all, though our sport may be centered on drivers and cars, all of them run on rubber. To this there are two arguments: if driver or car is successful, it's due entirely to man and machine; it if fails, the blame is put squarely on the tyres. All of us in the sport have heard that endless winge: tyres, tyres, tyres.

Well, Pirelli turned out to be in much the same situation. As was carefully explained to us, if we showed any of the dinge that surrounds the acres and acres of the Pirelli works at Bicocca in Milan rival firms would quickly assume that Pirelli was no force to contend with; if we showed them as modern, innovative, experimental and whatnot, whatever pictures we took would be immediately studied by their competitors at Goodyear and Michelin and promptly stolen.

We were not used to the obsessionality of tyre manufacturers. To most of us, a tyre is a tyre; or, as one ace driver is reported to have said when asked about his tyres and how they were, "*they are round and black, with the maker's name in big white letters.*" Indeed, Pirelli has its own version of the public attitude to tyres. There are those customers who take them for granted and don't want to think about them and buy anything that comes with their car; there are those who think about tyres and are led by images to buy one tyre rather than another; and then there are those who are technically interested in performance and, say Pirelli, buy Pirellis. But the obsessionality was still startling. Following the original PR man's telex, we

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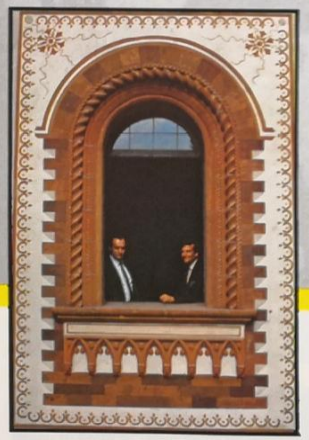
pursued our story for some months — six in fact — and each time we met with the same resistance: *"Other companies won't let you in to photograph their works,"* said Piero Sierra, worldwide head of tyre products for Pirelli, *"why should we?"* Well, we explained, it's pretty hard to talk about tyres and not show a blessed thing. Ah yes, but... In the end, we had a pleasant few hours wandering around those dusty acres on the outskirts of Milan, peering into various open doors, but being shown the absolute minimum. Certainly *not* the development section where Pirelli works on its future F1 tyres. Words yes, in short; pictures no.

Is this comprehensible? In a way, yes. Pirelli and Michelin, two of the giants of the industry, are both privately owned; the technology involved in tyre manufacture, in the develoment of new types of tyres, is highly secret. As Sierra said: *"If you go and do a story with Michelin, you don't even get to eat inside the plant; they take you to a restaurant* outside." And it is known that at Michelin, workers in different parts of the plant wear different-coloured overalls, so that, like a series of moles planted in the KGB, no one man knows any other part of his organization and can give nothing away.

Yet the history of the company is public knowledge and Pirelli is certainly not loathe to use its contribution to motor sport as reinforcement of its image as the quality tyre for the man who knows and cares.



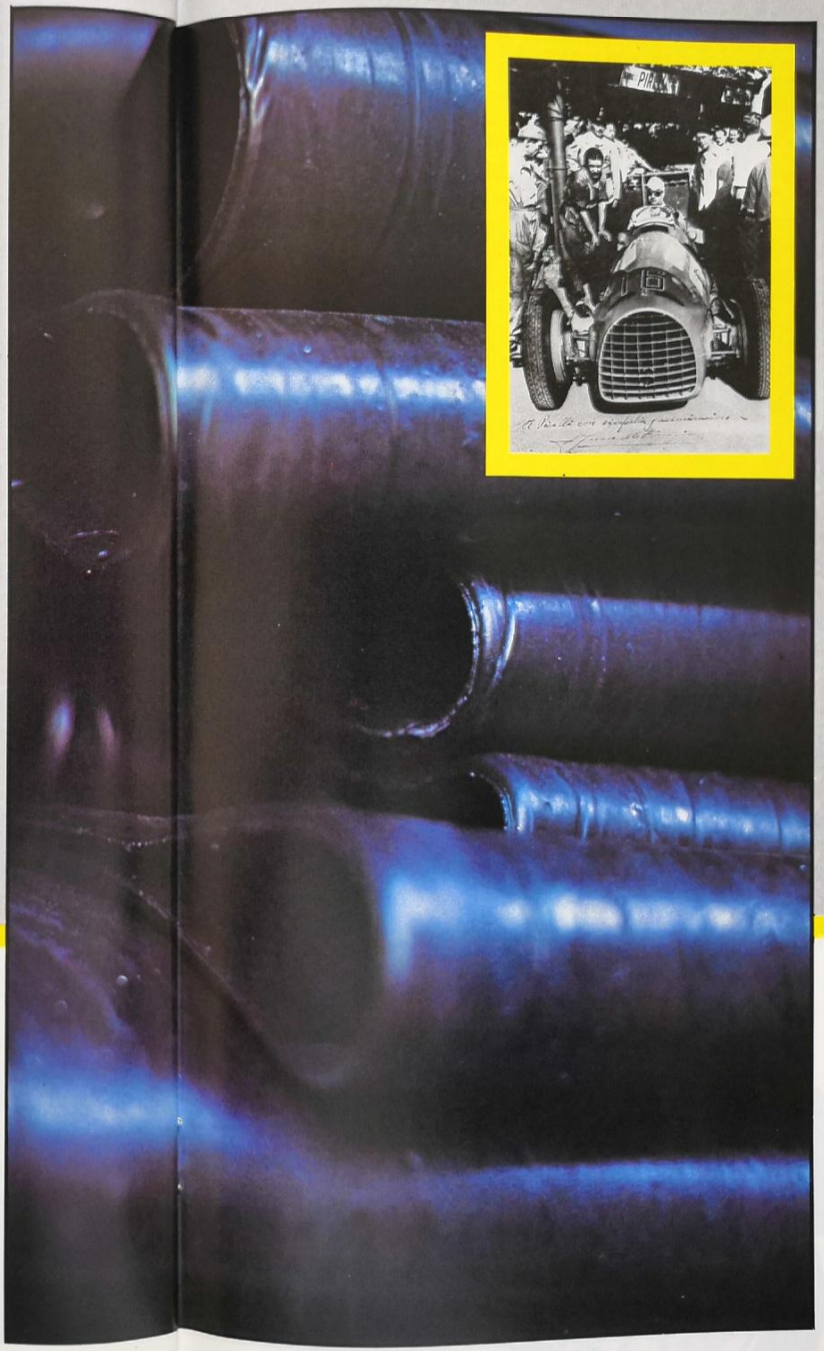
The company is still family-owned, its present head being the grandson of the founder, who created the firm in 1890. Its first sporting victory came in 1907 when an Itala car, driven by Prince Borghese and the journalist Luigi Barzini (father of the Barzini whose books on Italy and, more recently, 'The Europeans' have been best sellers) won the Peking to Paris Rally. Since then, Pirelli tyres have been driven to success by the likes of Fangio, Nuvolari, Farina, Ascari, Moss and so on: you name them, they've been Pirelli-shod. In the 1970's, six out of seven world rally championships were won on Pirelli tyres. But in 1956, Pirelli withdrew from F1 racing. The reason for quitting was instructive. As Alberto Pirelli (son of the founder) said at the time: *"The aid given to production car tyres by racing experience cannot be underestimated, but today, sports car characteristics diverge further and further from production cars and racing circuits differ entirely from ordinary roads. The production of racing tyres is now so specialized that it constitutes a separate problem."*

As that self-evident truth is even more valid today than it was in 1956, why did Pirelli return to F1? Said Sierra: *"The first major tyre company to go into sporting events at the top was Pirelli. It's a tradition, and though we quit in 1956, we never allowed ourselves to get out of touch. We came back into rallying: because we wanted to make certain new developments in our road tyres; but we recognized that the two types of tyres were different and we didn't want to develop two separate strands in the business. When we saw that the one could again feed the other, we came back into rallying, with great success. We ran only a very limited number of cars with our tyres, but we won 51 out of 114 rallies.*

"The main consideration that brought us back eventually into F1 was a business reason. This is a business and we are governed by business considerations. When we saw that F1, with its international background, with its universal television exposure, was becoming truly professional, then the debate started. We knew we had the technical capacity; did we have the resources? Eventually, the actual decision took a half-hour. Toleman had won the F2 championship in 1980 with our tyres; when they decided to move up into F1, we followed them. But we were cautious. We did not want to jump in and raise expectations that could not be fulfilled; we wanted to move back in gradually and on an experimental basis. The approach was technical and organizational. We know that to be important; it is a long-range development. Once you have a certain credibility, then it rubs off on you, but the most important thing is not to make a mistake at the beginning."

Sierra is a kind of model of the modern Pirelli man: in appearance, conservative; in deed, radical. And, like the Pirelli firm, he takes his decisions on the basis of his own judgment and the firm's; the decision had nothing to do with the fact that Goodyear and Michelin were involved in F1. *"A whole machinery is required to enter F1,"* he said. *"You need a technical organization, you need administrative coherence, you need to be able to capitalise on your performance, which means promotion, and you need a whole new logistical set-up. Above all, you need to have your participation understood within the company. All this takes time, far more time than is required to solve a technical problem. We decided the best way was to do it gradually. The Tolemans progressed, we had the opportunity to go in with Lotus, where the first contacts were made with Colin Chapman, who approached us. They had decided they wanted radials; we had a proven capacity in that field. Colin thought that in the long term that was the right way to go. We agreed.*

"We took on a second team because it's not really possible to have a real role in F1 with just one team: one team may not test enough, the results may be different on different cars, in different conditions; the more teams you have using your tyres, the greater the technical feed-back. And if you get a good result, you then know it's not just a stroke of luck, but part of a properly balanced effort."



Strips of rubber stacked up like carpet make a curiously decorative background behind the discussions of Piero Sierra and Keith Botsford. Pirelli engineers dip into their company's long experience to satisfy the requirements of modern production. Their return to F1 demonstrates that knowledge. (photos: Pirelli & Asset)

Perhaps more important to Pirelli than the actual performance and technical know-how developed through F1, however, has been what Sierra calls the *"acceleration factor."* It is true of Pirelli, as it would be of many major manufacturers, that decisions about design and production are the result of extensive committee work, long research, endless arguing. F1 cut through an immense amount of red tape in that department: *"For us, F1 has been an organizational accelerator, not merely a technical accelerator. It used to be that between taking a decision and seeing a positive result, years could pass. Racing brings you to a much more immediate crunch. Our business is a long-range business, but with F1 we have had to hurry up; we may get a new result or a new idea every race meeting. We have to adapt to it."*

Sierra then added a point that should be of prime importance to all manufacturers concerned with F1: *"The learning how to do this, how to adapt quickly, how to think quickly, how to readjust to a constantly-changing situation, is something that is reflected now in other parts of our business. I don't think of Pirelli as a conservative company, but even our radicalism, our innovation, has had to keep pace with the speed of change induced by F1."*

Obviously, F1 also creates its own fall-out, too, what the marketing boys call the 'spin-off.' According to Sierra, though this has not necessarily been in specific solutions to technical problems in tyre construction, it has affected the growth of facilities for such studies. In that domain, Sierra says, *"we learn specific ways of doing things quickly. It is an internal flag which tells our workers that we are in competition; they learn and we learn that the world's not just bureaucracy."*

That contrasts, naturally enough, with the natural *stasis* of any large firm. As Sierra says repeatedly: *"Here we do what we want. We don't ape anyone and we have no desire to be like anyone else. Within our objectives, we work hard, but we don't chop and change all the time."* Nonetheless, participating in F1 has meant changes at Pirelli. *"We have no specific F1 section; it is part of our general development. There are perhaps some twenty to thirty people directly concerned, but the rest are scattered about our regular departments with responsibilities for production, research, compounds, logistics and such. F1 is a small nucleus."*

It is of course a fiercely expensive business for a tyre manufacturer to enter F1. As Sierra says: *"Too expensive. It is by definition too costly. Companies like Pirelli like to see a result for the money they spend; that result is stated in terms of profit. F1 is like advertising: you spend but you can't show that you've got anything back. But F1 does have its own budget and we know just how much we have spent. On the other hand, there are advantages. Our image has always been good, I think: good as quality. Where we were known, we were liked. But we are not known everywhere and with a vast portion*

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of the public — that portion which is basically not interested in tyres — F1 can do us a lot of good."

Smart words from a man high up in a company which is much bigger than we might think: 16 factories, 30,000 employees, in fact the fifth biggest tyre company in the world. It might be not amiss to mention the fact that as the tyre business, worldwide, is in crisis, Pirelli has managed to weather it rather better than most. Where 18 factories have closed abroad in the last five years, Pirelli, to date, has not closed down a single one. The crisis is due to a number of factors: the longer life of radials, the oil crisis, overcapacity and the high cost of labour. Pirelli's solution has been to stick to the top end of the market: hence the usefulness of F1 as an image-maker. Of the three concerns directly involved in F1, Pirelli is definitely third as to size, but the figures on relative size are misleading, for only 42 per cent of Pirelli's business is in tyres (the rest is cables and other specialized products) whereas 55 per cent of Michelin's business is in tyres and 82 per cent of Goodyear's. Worldwide, Goodyear has 22 per cent of the market, Michelin 19 per cent and Pirelli 6.5 per cent. If you work that out in terms of tyres as against total business, however, Pirelli remains a very large company indeed.

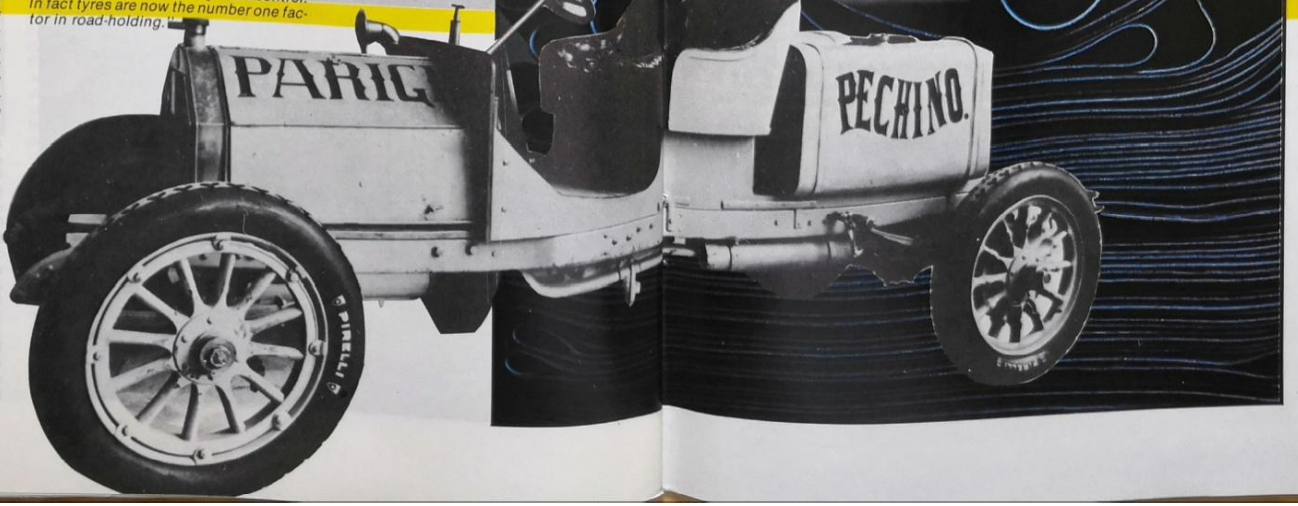
The man in charge of Pirelli's F1 effort is Mr. Midnight, Mario Mezzanotte, and he has, as he will admit, had his problems in F1 this year. Pirelli began testing with Toleman at the end of 1982, and for the first six months of this year, Pirelli's results could be called a perfect 'write-off'. But as Mario explains, the trouble can hardly be laid at Pirelli's door: *"The big thing that affected us for the first half of the season, until Silverstone, was that with Lotus we were running with a chassis that was a holdover from last season's ground effect cars, and with Toleman, that though the results in qualifying were promising, the car was simply unable to finish races because of turbo failures."*

"The difference between last year's regulations and this year's, in regard to tyres, is extreme. Last year, the weight distribution was 40 per cent front and 60 per cent rear; this year it's 20 per cent front and 80 per cent rear. Adapting a tyre to the existing chassis at Lotus was almost impossible; the car was badly tuned and the chassis outdated; handling problems were constant. Our qualifying tyres could work well because they only had to last for a lap or two; in a race, they had to last 30-40 laps. We had problems with the tyres wearing out and with their reliability. Furthermore, we could not do any fine tuning on them. We tried everything; they tried everything. There was no way to improve until Ducarouge arrived at Lotus and built a brand-new car specifically designed for the new regulations. The same with the Tolemans: as soon as they solved their engine problems, we began to get into the points, and from that time on, we've been improving steadily."

From Mezzanotte's point of view, Pirelli didn't have to change; it was the teams using their race rubber that had to alter: *"We designed the kinds of tyres that*

would comply with the new rules, for flat-bottomed cars. We still haven't changed and at Silverstone, having tried endless variations, we changed back to our original specifications and the cars and the tyres began to work. Given the problems which our cars had at the beginning of the year, it was simply impossible for us to learn. Above all, we couldn't do the kind of fine tuning which is so important if you're gong to get a tyre to behave properly on a given car."

The major difference between last year and this is that cross-ply tyres have given way to radials. The difference is quite fundamental. As Mezzanotte explained, the tyres last year were only a tiny proportion of the overall road-holding capacity of the cars, with the result that cross-plies, with their deformations and deflections, were perfectly suitable for ground-effect cars. *"The cross-plies might flex by as much as 25mm,"* he explained. *"This year, a radial only flexes by 8mm. As a result, everything has changed. If you asked me last year what was the single most important factor in driving a car successfully, the answer had to be ground-effect. This year, it is undoubtedly tyres, for now the driver has much greater feel and greater control. In fact tyres are now the number one factor in road-holding."*



Seventy-seven years separate the Paris-to-Peking Itala from the latest F1 Toleman and Lotus models. In that time Pirelli has created a flourishing business empire in Milan and around the world. (photos: Pirelli & Asset)

But as Mezzanotte admits, 1983 started disappointingly for Pirelli. *"The most we could do,"* he said, *"was to avoid the wrongest tyres! But the moment the cars became properly balanced, then we could start experimenting and doing the necessary fine tuning; we could begin to work on which compounds were the most suitable."*

Handling the orders of two teams (*"We consider ourselves suppliers,"* said Sierra, *"and our job is to give teams the tyres they want."*) is no easy task. Pirelli sends some seven to eight hundred tyres to each circuit. They are the same tyres Pirelli originally designed, but they come now in three different compounds, hard, medium and soft, and each team basically makes its own decision about which tyre it wants to use. One-third of the tyres will probably be used in any given race and the unused tyres are brought back to the factory in Milan, while the used ones, though they are thrown away, also have to be taken back because of import regulations.

Working with two teams has caused no political conflicts. Each team chooses its own tyres and Pirelli brings enough to satisfy their individual demands. But, as Mezanotte says, *"collaboration between myself and the teams' engineers is very close, and has to be. Whatever they do to the car, we have to adjust accordingly. We design our tyres according to their specifications at the design stage; after that, it is a matter of fine tuning between races and, finally, selection at the circuit. Thus, for instance, we use wide tyres for slow circuits and the narrower tyres for the faster ones. But we have to understand each other and watch each other's every move."*

Mister Midnight agrees with Sierra that there is considerable technical feedback from F1 racing: *"We have been forced to make many modifications, and these all benefit Pirelli's development programme in the long run."* But, as he sees the situation at the moment, there are going to be no startling developments in tyre techniques: *"There is no time for tyre politics at the moment: the big teams are concerned exclusively with the championship; the lesser teams are concerned exclusively with grabbing turbo engines for themselves. Tyres are going to be another problem, but I don't anticipate major changes.*

"If anything, the new regulations are going to make tyres more important rather than less, so I can envision that there will be a lot of bustling about in the interim between this season and the next. I expect the major changes next year to be in aerodynamics, and all those changes will, I expect, be directed towards improving the durability and reliability of the tyres. We expect to be in the forefront of that development."

Does Pirelli then expect to add other teams to their list? Mezzanotte's voice grew even more Italianate: *"Only vertically,"* he said. *"The only way we can move now is vertically. To the top. There is no point in our spreading ourselves further horizontally. Yes, we would like to get in among the top teams."*

To be at the top, where they think they belong. Maybe next year the famous Pirelli long 'P' will be vertical: a sign that they have at last arrived. □

Cockpits

by Giorgio Piola and Didier Braillon

ALFA ROMEO EURORACING

183T/05: Andrea de Cesaris (I)
183T/04: Mauro Baldi (I)
183T/03: T-car

The Alfas were fitted with new low downforce rear wings, and new water radiators were also to be found on the car. These were made by IPRA in Turin: although they were of similar volume to the preceding units used, these radiators worked more efficiently, which meant that a smaller surface was presented, thus limiting penetration area. Once the three cars destined for South Africa had been shipped, the team began testing 183T/06 at Balocco. This car was fitted with pushrod type suspension as seen on the Brabhams, and although it proved competitive it would have been necessary to make a second shipment to South Africa, so it wasn't sent. The next development stage, which will take place during the off-season, concerns the rear suspension, and then the side pods will be modified. The 183Ts will be in this configuration for the start of next season.

ARROWS-COSWORTH

A6/4 (2): Marc Surer (CH)
A6/5 (3): Thierry Boutsen (B)
A6/1: T-car

Boutsen tested a new pullrod-type rear suspension during Monday and Tuesday's unofficial sessions. It turned out to be just as good as the previous version without any adjustments but because there wasn't a sufficient range of springs and anti-roll bars to go with it, it was taken off and put away. The A6s ran without any further modifications for the rest of the weekend. Once again, they were in the green and white of the MacConnal Mason art gallery in London.

ATS-BMW

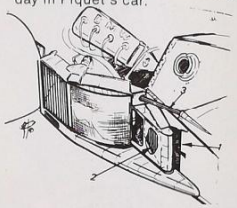
06/03: Manfred Winkelhock (D)
06/02: T-car

There were no modifications to the ATS cars in South Africa. However, Gunter Schmid has denied speculation that his team might combine with Arrows, confirming that ATS would compete as a separate team again next year.

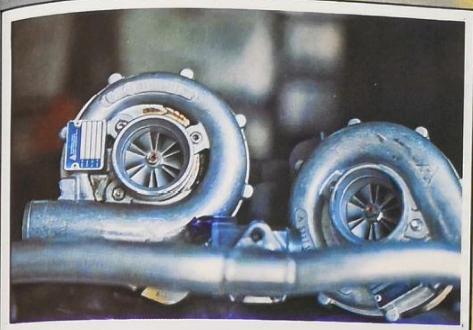
BRABHAM-BMW

BT52/05: Nelson Piquet (BR)
BT52/06: Riccardo Patrese (I)
BT52/04: T-car

For the most vital race of the season the BT52s were fitted with a supplementary oil radiator on the right side of the car (level with the "P" of Parmalat) and a slightly modified version of the "bucket" Ferrari-style wing with winglet extensions. In order to further improve engine reliability, BMW (who had brought 13 engines) introduced a cut-out to isolate the electronic fuel injection in case of failure: there is a mechanical system in permanent operation to take over if required. BMW had also been improving the external water spray system which reduces temperatures through the intercooler on the right side of the car during qualifying. New tubular spray "booms" were fabricated in the garages to accept a new type of spray nozzle, five of which were fitted on each boom (three nozzles aimed horizontally, two vertically). This is a development of the spray system that was accused by certain suspicious individuals of having been used to feed methanol fuel illegally into the turbo intake at Brands, a suggestion which greatly amused the whole team. Two engines blew in the first untimed session and a third (Patrese's) in Thursday's official session: the Italian qualified that day in Piquet's car.



The supplementary oil cooler is shown at (2), cooled by air flowing from the inner section to the outside via (1). The rod (3) is the gearbox linkage.



FERRARI

126C3/069: Patrick Tambay (F)
126C3/068: René Arnoux (F)
126C3/066: T-car

The Ferrari team brought only three cars to Kyalami, Arnoux and Tambay having to share the T-car whereas they each had their own at Monza and Brands Hatch. Ferrari spent Monday and Tuesday testing various types of turbo but no further changes were made after Thursday. The only novelties were a slightly modified rear wing and IPRA-made radiators, identical to those used previously but stronger. A step backwards was taken with the rear suspension: the mounting points used before Zandvoort were again adopted in order to redistribute the centre of gravity. Ferrari had eleven engines in Kyalami.

LIGIER-COSWORTH

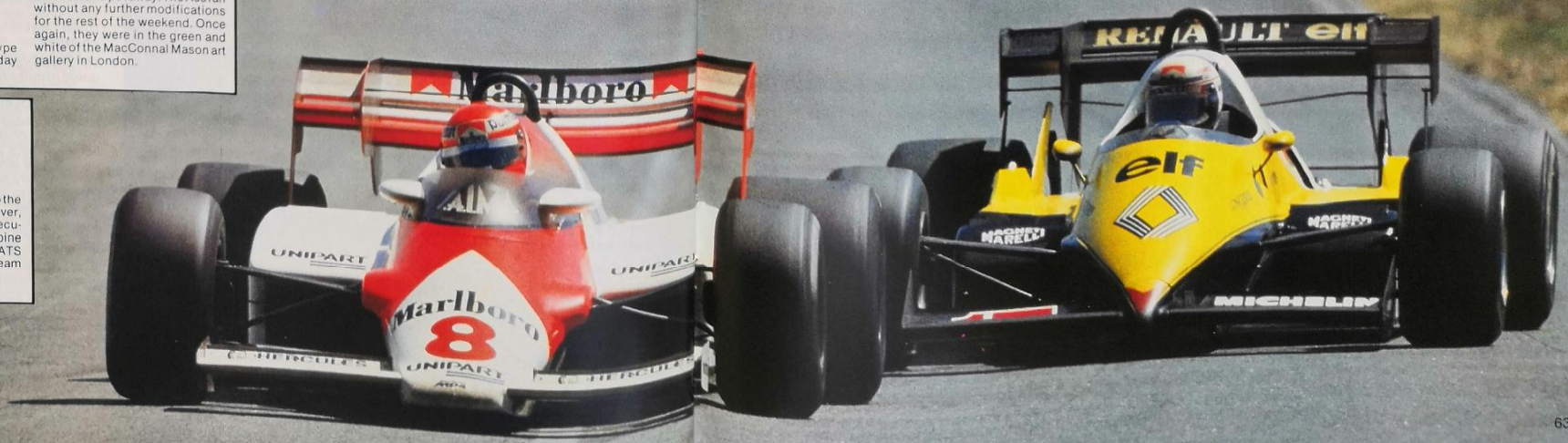
JS21/04: Jean-Pierre Jarier (F)
JS21/03: Raul Boesel (BR)
JS21/02: T-car

There were no modifications to the JS21s at Kyalami. However, much work has been done on the future carbon fibre monocoqued JS23 which will be fitted with the Renault engine. But its development has been held up due to three wrong turnings regarding its final configuration. It will be fitted with a Brabham-type nose, but unlike that car, it will have side pods made necessary by the need to accomodate the various accessories of the Renault engine.

LOTUS-RENAULT

94T/1: Elio de Angelis (I)
94T/2: Nigel Mansell (GB)
94T/3: T-car

The 94T/3 chassis which de Angelis crashed at Brands Hatch — where it was lanced by a catch fence pole — returned to service as the spare, so that the Italian driver took over 94T/1 as his race chassis. Gérard Ducarouge's race cars were fitted with low downforce side pods on Monday for unofficial testing. These pods are normally associated with the "spaghetti" exhaust systems whose air flow is directed upwards, but in this case, they were not efficient. Consequently, the Lotus-Renaults were in their usual set-up for the three days of the Grand Prix, complete with four aerofoil "chip cutter" rear wings but giving greater efficiency than ever. Mansell had a frustrating first session when his race car suffered electrical problems: when he changed to the T-car, the problem afflicted it, too.



Cockpits

McLAREN-TAG PORSCHE

MP4-1E/02: John Watson (GB)
MP4-1E/01: Niki Lauda (A)
MP4-1E/03: T-car

Now that the T-car had been converted to take a TAG Porsche engine, the team's association with the Cosworth engine is at an end. The T-car was made from what used to be MP4-1C/07: it was fitted, as was Watson's regular car, with separate oil and water radiators, while Lauda's car had one-piece, side-mounted units. After part of Watson's Ferrari-type rear wing came off at Brands Hatch, modifications have been made to prevent a recurrence. On Monday and Tuesday, both McLarens were fitted with conventional steel discs but during official practice carbon fibre drilled discs made in France by SEP were fitted. Watson failed to complete a single timed lap during Saturday morning's warm-up because of a misfiring engine, and consequently he raced the T-car.

OSELLA-ALFA ROMEO

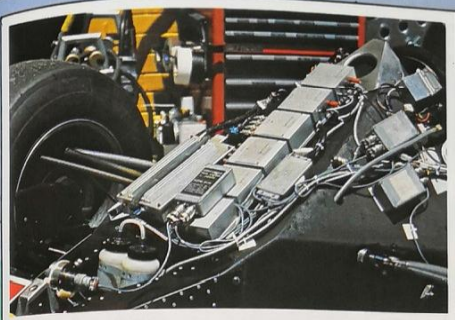
FA1E/03: Corrado Fabi (I)
FA1E/02: Piercarlo Ghinzani (I)

Neither of the Osellas revealed any modifications, but the 12-cylinder V12 engine is now so old that there are scarcely any spares for it. Consequently, Enzo Osella's efforts to limit his drivers' mileage were sensible considering the fact that there were only 26 cars on hand without Spirit and the two Theodores. However, he was tripped up by a little matter of the "110 per cent" qualifying rule: Ghinzani and Fabi were 8.349s and 7.102s respectively behind Tambay's pole position time. After discussions with FISA, the organisers and with the agreement of the other entrants, the two Osella-Alfa Romeos were allowed to take part.

RAM MARCH-COSWORTH

RAM 01/3: Kenny Acheson (GB)

John Macdonald's team made the trip to South Africa, assured of the race that has eluded them for so long. At least Kenny Acheson qualified within the 110 per cent rule, unlike the Osellas, despite transmission problems which prevented him from taking part in qualifying on Friday afternoon. The neatly turned out RMC-sponsored car was unmodified in comparison to earlier races.



RENAULT

RE40/05: Alain Prost (F)
RE40/04: Eddie Cheever (USA)
RE40/06: Prost T-car
RE40/03: Cheever T-car

Four Renaults instead of the usual three were sent to South Africa for this vital race, and two more mechanics than usual also made the trip. The Régie's F1 team also had nine engines and as at Brands Hatch, the cars were fitted with Ferrari-type rear wings which had been slightly modified since their last appearance: the little side wings were smaller than before.
On Monday and Tuesday, the team tested long side pod wings, as used in conjunction with the "spaghetti" exhaust system, but for official practice and race the cars were fitted with exhausts leading across the rear wheels and pod wings extending as far as the rear suspension wishbones. For the first time this year, Renault had qualifying engines similar to those used by Brabham and Ferrari so far this year. According to Renault, these engines had more power and also more torque but were only fitted with larger turbos, according to team members. The "Q" engines' very special exhaust note suggested that attention had also been paid to the wastegates. Unfortunately, the Renaults were more than five miles an hour slower than the Brabhams down the straight, which made overtaking very tricky. In an effort to improve straight line speed, the team tested narrow rear tyres on the Friday but they weren't a success. Cheever needed a new engine after Saturday morning's warm-up.

TOLEMAN-HART

TG183B/04: Derek Warwick (GB)
TG183B/03: Bruno Giacomelli (I)
TG183B/02: T-car

Monday and Tuesday's unofficial test sessions were fraught with incident for the British team. On the first day, Giacomelli's front left suspension collapsed under braking which meant that all the mounting points had to be reinforced. On the second day, Warwick went off into a barrier after his brakes locked up. His monocoque was damaged but the team took it to a local garage for repair, a task that was completed at a cost of an extra five kilos worth of strengthening materials. All three Tolemans were operational again on Thursday morning and the team tried various types of Holset turbo, opting for one of the smaller models. Giacomelli broke one of these units on Friday morning. Aerodynamically, the cars were back in pre-Brands Hatch low downforce configuration, dictated by front and rear end aerodynamics.

TYRRELL-COSWORTH

012/1: Michele Alboreto (I)
012/2: Danny Sullivan (USA)
011/5: T-car

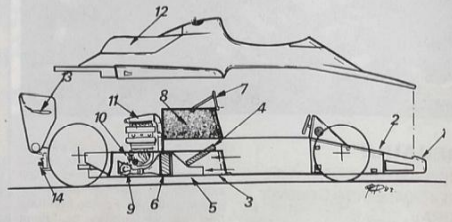
No modifications had been made to the Tyrrells although each car had a different brake set-up: Sullivan had normal F1-type ventilated discs, while Alboreto was trying smaller and thinner F2 brakes. During second timed practice, Alboreto found himself slower than his teammate after using his first set of qualifiers, and at the request of the Italian, the two drivers briefly swopped cars.

WILLIAMS-HONDA

FW09/01: Keke Rosberg (SF)
FW09/02: Jacques Laffite (F)
FW08C/09: T-car

With two new FW09 Honda turbo-engined chassis on hand for their first race, the old Cosworth-engined FW08C was relegated to T-car. The latest Patrick Head creation (with aerodynamics by Frank Dernie) doesn't look particularly attractive due to its unusual boat-shaped nose. Chassis construction is entirely classic, with an aluminium sandwich monocoque and

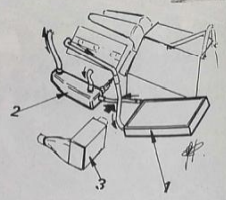
milled aluminium bulkheads: the only composite material used is the carbon fibre cladding for the top of the fuel tank compartment with its 220-litre rubber bag capacity (as required for 1984). A carbon fibre monocoque Williams may not be very far away, but it will have to wait until facilities for the whole manufacturing process have been installed in the new Williams factory. The suspension of the new car closely follows the layout of the FW08, with which several parts (notably at the rear) are interchangeable: the most important dimensions are the wheelbase (106 in), front track (69.8 in) and rear track (65 in). At present the car is slightly overweight but is expected to be on the limit as soon as Honda releases a lighter (by 15 kg) and updated version of the F2-based V6 cylinder block using thinwall casting techniques as pioneered by Renault. Officially, all 10 of the Honda engines brought to SA were in identical (short-stroke) specification, but it is generally accepted that there were some non-standard units since it is known that Honda is still heavily involved in R&D studies. On the aerodynamic front, Dernie points to the excellent results obtained with the remodelled VDS Penske Indy-car similar to the FW09 which he has designed for VDS: it looks similar to the FW09 and has been going particularly well in the hands of John Paul Jnr. The FW09 rear wing is remarkably small for a turbocar: it suggests that there is a lot of downforce available from the bodywork itself. Laffite's engine misfired mysteriously on Thursday (eventually a leak was found on the induction side where a bolt had come loose), so he was switched to Rosberg's chassis and set his time with 15 minutes to go. Rosberg has a major engine failure during the warm-up session on race morning, the team's first such disaster: it was replaced almost as quickly as a Cosworth would have been...



The tail nose (1) is similar to the one which Frank Dernie has designed for the VDS Penske Indy-car raced by John Paul Jnr. The front of the chassis (2) is a squared-off bulkhead. Side pods (3) are very short with the water radiator (4) angled at the side. The air intake (5) is for the right side intercooler (6). The roll-over bar (7) is bolted to the top of the fuel tank compartment with its carbon fibre cladding (8). Turbo installation details include one of the two KKK turbocompressors (9) and the wastegate (10) with the air collection boxes (11). The engine cover had to be modified (12) after it was designed because the "working" engines delivered by Honda turned out to be taller than the original mock-ups. The rear wing (13) is notably small, similar in dimensions to that of the Cosworth-engined FW08C. Note (14) the external connection for the starter motor.

DETAIL OF THE WATER CIRCULATION IN THE ENGINE INTERCOOLERS

(1) is the water radiator, (2) the oil cooling section and (3) the external part of the cooler, shown separately. Arrows indicate the water flow. From the engine the water enters the radiator and from there into the oil cooler before being returned to the engine.



Michelin World Champions

In an exciting and hotly contested season Michelin drivers won both the Formula 1 World Championship and Formula 2 European Championship and are also leading contenders for the Formula 3 European Championship.

Formula 1 World Champion
Nelson Piquet Brabham

Formula 2 European Champion
Jonathan Palmer Ralt-Honda

THE WINNING NAME IN TYRE PERFORMANCE.

Marlboro British FORMULA 3 CHAMPIONSHIP

Students of improbable scenarios must have derived a considerable buzz from the pattern of events in the closing stages of the 1983 Marlboro British Formula 3 Championship. It's far from over yet, but if your taste is for the thrilling ending, hang in there fans. The final act has all the makings of a classic.

by Noël Scholey

At the mid point of the season, it seemed as if the chase for the Marlboro series title had slowed to a walk. Ayrton Senna, the hottest property to come smoking out of Brazil since Nelson Piquet, was husbanding a massive points advantage, brilliantly constructed from a record breaking succession of nine victories in as many races. The crown, if not already on his head, was in most people's view being buffed up for a Brazilian coronation.

But a series of reversals, which would tax the credulity of the most ardent devotee of pulp fiction, gradually prized open the claim which Ayrton had staked to the title. Serene Senna became an embattled and endangered one-man species. He began making mistakes which, in the palmy days of spring and early summer would have been totally out of character. For each mistake, he paid dearly, losing points and — more significantly — planting the malignant seeds of self-doubt in a previously untarnished confidence.

At Donington in late July — to borrow the parlance of the equine fancy — he got beat. Fair and square, for the first time. By Martin Brundle. Following as it did, immediately after his impressive nip-and-tuck victory over Brundle in the British Grand Prix F3 support event at Silverstone, the Donington defeat was cathartic. That at least can be the only charitable interpretation of his complete loss of discretion two weeks later at Oulton Park, where he took himself and Brundle out of the fifteenth round of the championship in a collision which could have put either or both of them on the sidelines for the rest of the year.

The incident clearly sobered him up and prompted a swift regaining of the old composure, because next time out at the Silverstone Club Circuit, he was back to winning form once more. It was however, to be a brief reformation.

Back at Oulton once more, he squandered the opportunity of putting the championship beyond Brundle's reach by crashing yet again. Now, with only three races left, he still had the better part of two races in hand in terms of points. Even at this late stage, the mountain which he had constructed from a comparative molehill was surely not going to defeat him.

The scene is Thruxton, the month September, the date and championship round both the eighteenth. Ayrton is on pole, Brundle yolked immutably alongside on the front row. The first lap is ferocious, Ayrton and Martin slugging it out like a couple of street fighters. In their wake, Allen Berg can hardly believe his eyes, or what he is convinced is about to become his luck.

"The way they were banging wheels, I figured this just had to be my race. It was the kind of set-up where they were going to have each other off, and here am I sitting pretty in third place and nearly having the lead handed to me at the chicane on the first lap."

Similar thoughts are coursing through Davy Jones's mind in fourth place. Ever the opportunist, he forges alongside Berg who has been marginally slowed by the Senna/Brundle dogfight as they pass the pits for the first time. Deprived of the racing line going into Allards, Berg gets on the marbles, broadsides, and cops a mighty blow amidships from Richard Trott.

Exit Berg. Jones now thinks *he's* in the box seat.

Enter the dead hand of fate in the barely believable form of a duff tank of petrol. What ought to have been the finest four star proves, on post race analysis, to be the grubbiest of two star. In all, the Nicholson prepared Toyota in the tail of Senna's West Surrey Racing Ralt lasts just over three laps of warm up and racing before blowing a gasket. Dick Bennetts' unblemished record of mechanical reliability comes to a steamy end after an incredible run of sixty eight races.

Brundle sails on to an unchallenged victory, scooping fastest lap for a ten point maximum. Jones, Fish and Leslie are next up, with David Hunt planting Acorn's name on the scoresheet for the first time in fifth place and Eric Lang sixth.

Thus was the complex equation of championship points now reduced to simple schoolboy arithmetic. Victory and fastest lap for Senna in either of the two remaining rounds would settle the issue in his favour. Two second places and one fastest lap would do equally well. Any lesser permutation, and the door would be left open to Brundle. For the Eddie Jordan driver, the only certain route to the title lay in taking maximum points from both races. Assuming Senna finished second on each occasion, the title would still be Brundle's by a single point.

Do I have to tell you that this enthralling drama is going all the way down to the wire? Of course not. This little beauty was lifted straight off the pages of Boys' Own, and it is not in the nature of such gems to fizzle out before the big finale.

The penultimate round formed the centre-piece of the BRDC's Championship Finals over the Silverstone GP Circuit on October 2nd. BBC and Brazilian TV were on hand to capture a real nail biter of a race.

Practice, thrown off balance by bad weather, delivered pole position — his first this year — to Davy Jones in the Murray Taylor Racing Ralt. Davy had been at the head of the queue heading out onto a damp, and getting damper, track. In the course of one flying lap, he set the fastest time before Brundle or Senna had a chance to dispute the issue. So it was that Brundle completed the front row, and Senna — for only the second time this year — started from the second row alongside Berg.

From the green light, Brundle, Jones and Senna all made brilliant starts. Berg meantime was bogged down on the line, bereft of first gear which, as in an earlier race at Oulton Park, he had stripped while making a practice start. Charging into Copse for the first time, Jones snatched for a gear and missed it. In the time that it took for Senna to avoid colliding with the American, Brundle was through the corner and away.

Silverstone is fast, and Martin had gambled on a set-up which allowed him to get through the quicker corners as near flat as makes no difference. At Copse and Becketts it might be another matter, and as the race progressed it became clear that if Senna was going to challenge for the lead, it would have to be at one or other of these corners. On the

→

Marlboro British FORMULA 3 CHAMPIONSHIP

eighteenth of twenty laps, aided by back-markers, Ayrton got his one and only real chance going into Becketts. With Brundle almost sideways and the Brazilian perfectly positioned, the two cars hit the apex barely inches apart. Somehow, Brundle managed to gather it all up and still emerge in the lead. Ayrton never got as close again, and Brundle hammered through the last two laps as if he was running illicit hooch and being chased by the Feds.

Jones fought alarming handling problems to take a secure third place some distance ahead of Calvin Fish who was being reeled in at the end by Berg in the GPI car. Indeed, if Alan had not wasted a couple of laps passing, being repassed by and then passing again sixth place man, David Leslie, he might well have had fourth place himself.

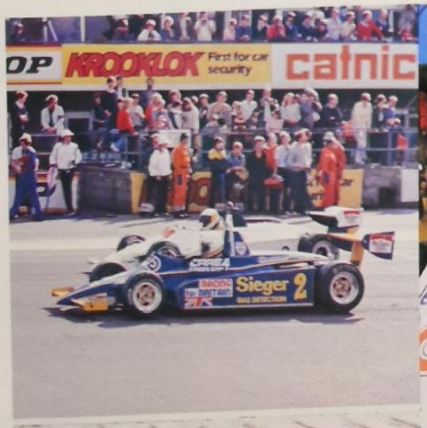
Brundle, having read the script and learned his lines, took fastest lap. The occasion had demanded his all, and he had delivered. Now, there remained only Thruxton on October 23rd.

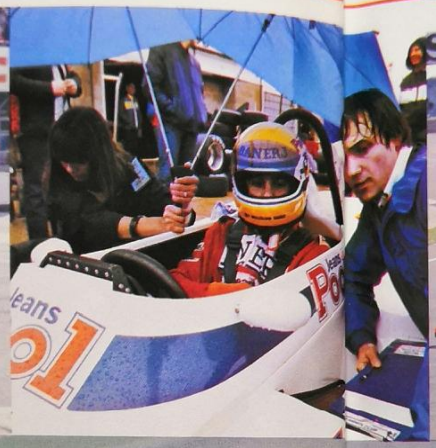
But in the interim, and by way almost of light relief, Brundle decided that he had other fish to fry. He'd already handed out a fair thrashing to the Euro F3 runners earlier in the season at Silverstone and the Osterreichring. If they wanted to come and play in his back yard at Donington, who was he to deny them the courtesy of another drubbing? On October 9th, he duly obliged, winning with contemptuous ease while Senna, studying form in the pits, tugged reflectively on his chin and talked to Signor Pedrazzani about a nice new engine for Thruxton.

MARLBORO BRITISH F3 CHAMPIONSHIP POINTS TABLE BEFORE LAST ROUND

1.	Martin Brundle .	123 points
2.	Ayrton Senna ...	122
3.	Davy Jones	71
4.	Calvin Fish	65
5.	Allen Berg	32
6.	David Leslie	22
7.	Mario Hytten	20
8.	Tony Trevor	9
9.	Eric Lang	9
10.	Richard Trott	8
	Johnny Dumfries	8
12.	Tim Lee-Davey .	2
	David Hunt	2
14.	Mike Blanchet ..	1
	Carlton Tingling	1

This issue of GPI is unfortunately published before the final round of the Marlboro F3 Championship. By chance, all the leading figures in the contest were on hand at Donington for the Euro F3 race two weeks ago. Our man Scholey got amongst them with his tape recorder.





BRUNDLE ON THRUXTON

"I don't want to arrive all screwed up. I'm fairly certain Ayrton will be. He's beaten me there before, but I know I can beat him at Thruxton. The problem is, I've got to get fastest lap, and the place is a real tyre eater: seven or eight laps, and you've had the best of them. It's no good me getting towards the end of the race and still having it all to do. If I don't cut it early on, then I've had it. As for the championship, it's ceased to be essential to me. For the last half of the season I've just concentrated on each race as it comes. That way, the championship looks after itself."

BRUNDLE ON SENNA

"All round, I think I've got a better package than he has. I've got a cooler head, and the way I look at it, the pressure's all on him. He's not unbeatable. After the Euro round at Silverstone, I just forced the pace, and let him worry about now fast I was going. Psychologically, it shifted all the pressure onto him."

BRUNDLE ON BRUNDLE

"I've learned a lot this year about myself. If I'm sitting on the grid, all relaxed, happy and smiling, I can out-drive anybody. If I'm all screwed up and tense, that's something else. I just want to enjoy it, and at the moment, I am enjoying it."

SENNA ON THRUXTON

"It's nothing special. Everything is down to the conditions on the day. Of course, we're putting everything into the last race, but don't forget, we've done the same thing every other race this year. We can do no more than we can do."

SENNA ON THE SEASON

"At the begining, we had our car set up better than the others. Then, the others caught us up. I have done a few mistakes, but still, we have done all we could do. A couple of times, we were not so lucky, like at Oulton in practice when something broke, and at Thruxton with the petrol thing. Dick is right: it takes away our development time, and all the time, Martin is getting the advantage, making the points. I don't feel that it is a pressure situation for me. Nothing has changed, only perhaps a little bit of luck and that has been with Martin."

SENNA ON SENNA AND BRUNDLE

"I have been racing in England for three years and I feel I have done very well. In Ford 1600, in Super Ford and with Dick in Formula 3 I have had good success. But still, everyone wants to make the comparison between me and Martin, and that's too much bullshit. Only if you are in the same car at the same time can you make that kind of comparison, and before this year, what has he done? How can you compare Palmer with Martin for example... maybe Martin's better than him, but it's impossible unless you put them in the same car at the same time."

SENNA ON BRUNDLE

"I think he is a very good driver. Whether he wins or comes second, I think he has a very good potential to go Formula 1. But right now, I have experienced Formula 1 and he hasn't, and so I know more than he does about this thing."

BENNETTS ON THE CHAMPIONSHIP

"The biggest problem we've had in the second half of the year is the loss of development time. You can't go testing when you're spending late nights rebuilding a car."

BENNETTS ON SENNA

"He's the best. Amazingly quick, clever in the car, and he always wants to win. I'll still be here hen he moves on, but it's good when the team and the driver both make each other look good."

JORDAN ON THE CHAMPIONSHIP

"In my own heart, I believed it was gone, but we didn't stop working. We just took a different attitude, and decided to just take it race by race. We've been accused in the past of taking our racing not too seriously, but when the challenge was thrown down, I think our philosophy of combining good humour with a professional approach to the job made people recognise what we're all about. When the day comes that it stops being fun and enjoyable, that's the day I give up."

JORDAN ON BRUNDLE

"I believed he could do it. I could see that he was a potential World Champion in the right hands. He's entrusted his management to us, and we'll not stop until we've got him into a top winning team that gives him the opportunity to realise that potential. You can't say he's special: he's superb. The thing that upsets me is where do I find a replacement for him next year? For now, I'm enjoying it while I've got him."

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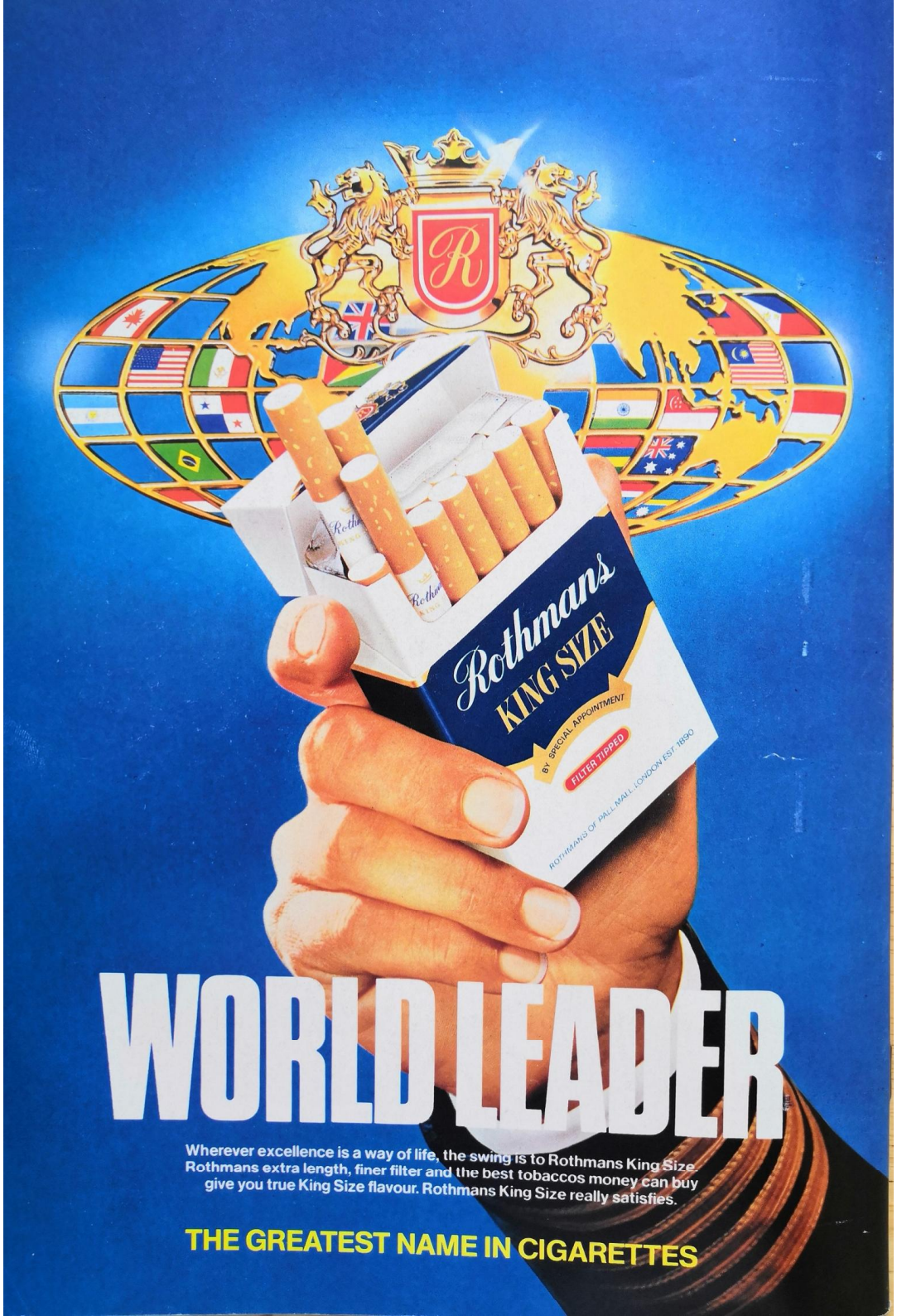
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